



Notwithstanding that the FAR referenced in the above paragraph does not specifically address or require a foreign civil airworthiness authority certification, such certification is the only practical way for an applicant to show, and the Federal Aviation Administration (FAA) to find conformity to the FAA-approved type design and condition for safe operation. Additional guidance is contained in FAA Advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engine, Propellers, and Related Products Imported into the United States.

---

I. Type 300, Model B2-1A, (Transport Category Airplane), approved May 30, 1974.

---

Engines.

2 - General Electric Turbofan, Model CF6-50A (Data Sheet FAA:  
No E 23 EA3 - Part B)

APU.

Airesearch TS CP 700-5 (TSO C77 8C 6203)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A, A1 (JP1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:

Air 3404  
Air 3407  
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

- (1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
- (2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:

- (1) Phillips PFA-55MB or anti-icing additive to specifications MIL-I-27686E at a concentration not in excess of 0.15 percent by volume.
- (2) Sohio Bibor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
- (3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the CF6-50 engine:  
Synthetic type conforming to GE Specifications D 50 T F1, Classes A or B.  
(GE Service Bulletin No. 79-1 lists approved brand oils)

(b) The following oil is eligible for the APU:  
See Maintenance Manual TS CP 70, Chap. 49.20.00 Table 303.

Engine Limits.

Static thrust, sea level	48,400 lb
Takeoff (5 min) - (flat to 87°F)	46,300 lb
Maximum continuous (flat to 85°F)	
Maximum permissible engine rotor operating speeds.	
N1 (Low compressor)	4,068 rpm (118.5%)
N2 (High compressor)	10,761 rpm (109.5%)
Maximum permissible engine temperature.	
Turbine exhaust gas temperature at turbine outlet	
Takeoff (5 min)	945°C
Maximum continuous	910°C
Maximum acceleration (2 min)	960°C

Starting:

up to 40 sec.	1,652°F (900°C)
above 40 sec.	1,382°F (750°C)

Oil maximum permissible outlet temperature

Continuous operation	320°F (160°C)
----------------------	---------------

Transient operation listed to 15 min.	347°F (175°C)
---------------------------------------	---------------

---

I. Type 300, Model B2-1A, (Transport Category Airplane), (cont'd)

---

APU Limits.

Power rating	
Maximum at sea level	142 hp.
Maximum rotor speeds	
Low pressure speed (N <sub>1</sub> )	30,910 rpm (110%)
High pressure speed (N <sub>2</sub> )	38,845 rpm (110%)
Maximum exhaust gas temp.	1,085°F (585°)

Airspeed Limits (IAS).

V<sub>MO</sub> (Maximum Operating)  
up to 25,400 ft 360 K.

M<sub>MO</sub> (Maximum Operating)  
at and over 25,400 ft 0.86 M

V<sub>A</sub> (Maneuvering)  
See DGAC Approved Airplane Flight Manual

V <sub>FE</sub>	Slat Positions	Flap Positions
Takeoff	20 0	250 K.
Takeoff	20 8	215 K.
Approach	20 15	205 K.
Landing	25 25	180 K.
Enroute	20 0	210 K.
		(M=0.47)

V<sub>LO</sub> (Landing Gear)  
Extension 270 K.  
Retraction 240 K.

V<sub>LE</sub> (Landing Gear Extended) 270 K.  
(M=0.59)

V<sub>MC</sub> (Minimum Control) Speed with the Critical Engine Inoperative  
In flight - V<sub>MCA</sub> 110 KIAS 105 KCAS  
Takeoff and Landing - V<sub>MCG</sub> 106 KIAS 101.5 KCAS

V (Tires Limitation) 182.5 KCAS

C.G. Range.

(Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
137,900 kg to 125,000 kg	304,017 lb to 275,575 lb	18% MAC (Sta.1162.82)	All weights 18% MAC (Sta. 1162.82)	All weights 35% MAC (Sta. 1202.13)	All weights 33% MAC (Sta. 1201.92)
125,000 kg to 120,000 kg	275,575 lb to 264,550 lb	Linear variation between 18% MAC and 15% MAC			
Below	Below	15% MAC			

---

120,000 kg	264,550 lb	(Sta.1155.07)			
------------	------------	---------------	--	--	--

Landing gear retraction moment is 68,686 in lb., gear retraction moves c.g. forward.

---

I. Type 300, Model B2-1A, (Transport Category Airplane), (cont'd)

---

<u>Maximum Weights.</u>	<u>kg</u>	<u>lb</u>
Taxi Weight	137,900	304,017
Takeoff Weight	137,000	302,033
Landing Weight	127,500	281,089
Zero Fuel Weight	116,500	256,838
Gear Jacking Weight	137,000	302,033

Minimum Crew. For all Flights: Pilot, Copilot and Flight Engineer.

Maximum Passengers. 345 - Based on compliance with FAR 25 emergency exit requirements. Emergency evacuation demonstration of 25.803 (c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage. Forward freight compartment with containers:  
12 x 2,830 lb.  
Middle freight compartment with containers:  
8 x 2,830 lb.  
Aft freight compartment:  
Maximum loading: 5,512 lb.

Fuel Capacity. Fuel Tank Capacity (lb)

Location	Usable Fuel (6.6 lb/gal)		Arm (inches)
	Preselector Setting cut-off (lb)	Tank high Level Sensor cut-off (US gal)	
Outboard 1	7,716	1,219	1327.04
Outboard 2	7,716	1,219	1327.04
Inboard 1	29,762	4,593	1156.88
Inboard 2	29,762	4,593	1156.88
Total	74,956	11,624	

Fuel Management. Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb.

Oil Capacity. Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.

Maximum Operating Altitude. 40,000 ft.

Equipment. The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 339/75 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required:

DGAC Approved Airplane Flight Manual

Other Information.

See "Data Pertinent to All A300 Models (except the A300B4-600, A300B4-600R and A300F4-600R Series)"



---

 II. Type A300, Model B2-1C (Transport Category Airplane), approved June 19, 1975.
 

---

Engines. 2 - General Electric Turbofan, Model CF6-50C (Data Sheet FAA No. FAA E 23 EA 3 part B)

APU. Airsearch TS CP 700-5 (TSO C77 SC 6203)

Fuel. (a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:

Air 3404  
Air 3407  
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

- (1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
- (2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engine and APU:

- (1) Phillips PFA-55MB or anti-icing additive to specifications MIL-I-27686E at a concentration not in excess of 0.15 percent by volume.
- (2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
- (3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil. (a) The following oils are eligible for the CF6-50 engine.  
Synthetic type conforming to GE specification D 50 T F1,  
Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils).

(b) The following oil is eligible for the APU:  
See Maintenance Manual TSCP 700, Chap. 49.20.00 Table 303

Engine Limits.

Static thrust, sea level	
Takeoff (5 min) - (Flat to 86°F)	50,400 lb
Maximum continuous (Flat to 85°F)	46,300 lb
Maximum permissible engine rotor operating speeds	
N <sub>1</sub> (Low compressor)	4,068 rpm (118.5%)
N <sub>2</sub> (High compressor)	10,761 rpm (109.5%)
Maximum permissible engine temperature	
Turbine exhaust gas temperature at turbine outlet	
Takeoff (5 min)	945°C
Maximum Continuous	910°C
Maximum acceleration (2 min)	960°C
Starting:	
Up to 40 sec.	1,652°F (900°C)

Above 40 sec.	1,382°F (750°C)
Oil Maximum permissible outlet temperature	
Continuous operation	320°F (160°C)
Transient operation limited to 15 min.	347°F (175°C)

---

 II. Type A300, Model B2-1C (Transport Category Airplane), approved June 19, 1975.
 

---

APU Limits.

## Power rating

Maximum at sea level 142 hp.

## Maximum rotor speeds

Low pressure speed ( $N_1$ ) 30,910 rpm (110%)High pressure speed ( $N_2$ ) 38,845 rpm (110%)

Maximum exhaust gas temperature 1,085°F (585°C)

Airspeed Limits (IAS). $V_{MO}$  (Maximum Operating)  
up to 25,400 ft

360 K.

 $M_{MO}$  (Maximum Operating)  
at and over 25,400 ft

0.86 M

 $V_A$  (Maneuvering)

See DGAC Approved Airplane Flight Manual

 $V_{FE}$ 

Slat Positions

Flap Positions

Takeoff 20 0 250 K.

Takeoff 20 8 215 K.

Approach 20 15 205 K.

Landing 25 25 180 K.

Enroute 20 0 210 K.

(M=0.47)

 $V_{LO}$  (Landing Gear)

Extension 270 K.

Retraction 240 K.

 $V_{LE}$  (Landing Gear Extended)

270 K.

(M=0.59)

 $V_{MC}$  (Minimum Control Speed with the Critical  
Engine Inoperative)In flight -  $V_{MCA}$  110 KIAS 105 KCASTakeoff and Landing -  $V_{MCG}$  106 KIAS 101.5 KCAS $V$  (Tires Limitation)

182.5 KCAS

C.G. Range. (Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
137,900 kg to 125,000 kg	304,017 lb to 275,575 lb	18% MAC (Sta.1162.82)	All weights	All weights	All weights
125,000 kg to 120,000 kg	275,575 lb to 264,550 lb	Linear variation between 18% MAC and	18% MAC (Sta. 1162.82)	35% MAC (Sta. 1202.13)	33% MAC (Sta. 1201.92)

		15% MAC			
Below 120,000 kg	Below 264,550 lb	15% MAC (Sta.1162.82)			

Landing gear retraction moment is 68,686 in lb., gear retraction moves c.g. forward.

<u>Maximum Weights.</u>	BASIC MODEL		VARIANT 02 with mod 1357	
	kg	lb	kg	lb
Taxi Weight	137,900	304,017	142,900	315,040
Takeoff Weight	137,000	302,033	142,000	313,056
Landing Weight	127,500	281,089	130,000	286,601
Zero Fuel Weight	116,500	256,838	120,500	265,657
Gear Jacking Weight	137,000	302,033	142,000	313,056

Minimum Crew.

For all Flights: Pilot, Copilot and Flight Engineer

Maximum Passengers.

345 - Based on compliance with FAR 25 emergency exit requirements.  
Emergency evacuation demonstration of 25.803(c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage.

Forward freight compartment with containers:

12 x 2,830 lb.

Middle freight compartment with containers:

8 x 2,830 lb.

Aft freight compartment:

Maximum loading: 5,512 lb.

Fuel Capacity.

Fuel Tank Capacity (lb)

Location	Usable Fuel (6.6 lb/gal)		Arm (inches)
	Preselector Setting cut-off (lb)	Tank high Level Sensor cut-off (US gal)	
Outboard 1	7,716	1,219	1327.04
Outboard 2	7,716	1,219	1327.04
Inboard 1	29,762	4,593	1156.88
Inboard 2	29,762	4,593	1156.88
Total	74,956	11,624	

Fuel Management.

Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb.

Oil Capacity.

Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal) with engine moment arm 1011.10 in.

Maximum Operating Altitude.

40,000 ft.

Equipment.

The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 341/75 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required.

DGAC-approved Airplane Flight Manual approved June 19, 1975.

Other Information.

See "Data Pertinent to all A300 Models (except the A300B4-600, A300B4-600R and A300F4-600R series)"

---

 III. Type A300, Model B4-2C (Transport Category Airplane), approved June 30, 1976.
 

---

Engine. 2 - General Electric Turbofan, Model CF6-50C (Data Sheet FAA No. FAA E 23 EA3 part B)

APU. Airesearch TS CP 700-5 (TSOC77 SC 6203)

Fuel. (a) The following fuels are eligible for engines and APU:

MIL-T-5624 H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:

Air 3404

Air 3407

Air 3405

With JP-4 or Jet B fuel, the following limitation apply

- (1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
- (2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used as approved fuels for engine and APU:

- (1) Phillips PFA-55MB or anti-icing additive to specifications MIL-I-27686 E at a concentration not in excess of 0.15 percent by volume.
- (2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive)
- (3) Shell ASA anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil. (a) The following oils are eligible for the CF6-50 Engines:  
Synthetic type conforming to GE specification D 50 T F1,  
Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)

(b) The following oil is eligible for APU:  
See Maintenance Manual TSCP 700, Chap. 49.20.00 Table 303

Engine Limits.

Static thrust, sea level

Takeoff (5 Min) - (flat to 86°F) 50,400 lb

Maximum Continuous (flat to 86°F) 46,300 lb

Maximum permissible engine rotor  
operating speeds

N<sub>1</sub> (Low Compressor) 4,068 rpm (118.5%)

N<sub>2</sub> (Low Compressor) 10,761 rpm (109.5%)

Maximum permissible engine temperature

Turbine exhaust gas temperature  
at turbine outlet

Takeoff (5 min)	945°C
Maximum Continuous	910°C
Maximum acceleration (2 min)	960°C
Starting:	
Up to 40 Sec.	1652°F (900°C)
Above 40 Sec.	1382°F (750°C)



---

 III. Type A300, Model B4-2C (Transport Category Airplane), (cont'd)
 

---

Oil Maximum permissible outlet temperature  
 Continuous operation 320°F (160°C)  
 Transient operation limited to 15 min. 347°F (175°C)

APU Limits.

Power rating  
 Maximum at sea level 142 hp.

Maximum rotor speeds  
 Low pressure speed (N<sub>1</sub>) 30,910 rpm (110%)  
 High pressure speed (N<sub>2</sub>) 38,845 rpm (110%)  
 Maximum exhaust gas temperature 1,085°F (585°C)

Airspeed Limits (IAS).

	BASIC MODEL	VARIANTS 02, 03 and 14
Max. Takeoff Weight	150,000 kg	157,500 kg
V <sub>MO</sub> (Maximum Operating)	360K	345 K
Up to	25,400 ft	25,000 ft
M <sub>MO</sub> (Maximum Operating)	0.86	0.86/0.82 (See Note 4)
At and over	25,400 ft	25,000 ft

V<sub>A</sub> (Maneuvering)  
 See DGAC Approved Airplane Flight Manual

V <sub>FE</sub>	Slat Position	Flat Positions
Takeoff	16	0 250 K.
Takeoff & Approach	16	8 215 K.
Takeoff, Approach land	16	15 205 K.
Landing	25	25 180 K.
Enroute	16	0 210 K. (M=0.47)

V<sub>LO</sub> (Landing Gear)  
 Extension 270 K.  
 Retraction 240 K.

V<sub>LE</sub> (Landing Gear Extended) 270 K.  
 (M=0.59)

V<sub>MC</sub> (Minimum Control Speed with the Critical  
 Engine Inoperative)  
 In flight - V<sub>MCG</sub> 110 KIAS 105 KCAS  
 Takeoff and Landing - V<sub>MCG</sub> 106 KIAS 101.5 KCAS

V (Tires Limitation) 195.5 KCAS

### III. Type A300, Model B4-2C (Transport Category Airplane), (cont'd)

#### C.G. Range. (Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
Max taxi to 128,000 kg	Max taxi to 282,187 lb	18% MAC (Sta.1162.82)	All weights 18% MAC (Sta. 1162.82)	All weights 35% MAC (Sta. 1202.13)	All weights 33% MAC (Sta. 1201.83)
128,000 kg to 122,000 kg	282,187 lb to 268,960 lb	Linear variation between 18% MAC and 15% MAC			
Below 122,000 kg	Below 268,960 lb	15% MAC (Sta.1155.07)			

Landing gear retraction moment is 74,772 in lb., gear retraction moves c.g. forward.

#### Maximum Weights.

	Basic Model		Variant 02 with mod 1652		Variant 03 with Mods 1652 & 2032		Variant 14 with mod 6193	
	kg	lb	kg	lb	kg	lb	kg	lb
Taxi Weight	150,900	332,672	158,400	349,206	158,400	349,206	158,400	349,206
Takeoff Weight	150,000	330,687	157,500	347,222	157,500	347,222	157,500	347,222
Landing Weight	133,000	293,210	133,000	293,210	134,000	295,410	134,000	295,410
Zero Fuel Weight	122,000	268,960	122,000	268,960	124,000	273,370	126,000	277,780
Gear Jacking Weight	150,000	330,687	157,500	347,222	157,500	347,222	157,500	347,222

#### Minimum Crew.

For all Flights: Pilot, Copilot and Flight Engineer

#### Maximum Passengers.

345 - Based on compliance with FAR 25 emergency exit requirements. Emergency evacuation demonstration of 25.803(c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

#### Maximum Baggage.

Forward freight compartment: max admissible load 23,980 lb.

- With containers: 12 x 2,030 lb. or 6 x 5,660 lb. when Mod. 1844 is incorporated
- A maximum container weight of 3,500 lb each side or 7000 lb both sides is permitted at station 22, 23 and 24 when Mod. 2317 is incorporated.
- With pallets: 4 x 8,300 lb.
- Split engine transport:
  - When Mod. 2001 is incorporated
  - Maximum weight of each pallet must not exceed 8,200 lb.
  - Pallets, engine stands and pallet net must be in accordance with specification AI/TI-431/77

Middle freight compartment: max admissible load 23,980 lb.

with containers 8 x 2,830 lb or

4 x 5,660 lb. when Mod. 1844 is incorporated

A maximum of 3,500 lb. each side or 7,000 lb. both sides is permitted at station 42 when Mod. 0470 is incorporated and at station 42 when Mod. 2317 is incorporated.

Aft freight compartment: Maximum loading 5,512 lb.

---

 III. Type A300, Model B4-2C (Transport Category Airplane), (cont'd)
 

---

Fuel Capacity. Usable fuel tank capacity (lb) - Density 6.6 lb./US gal.

Location Arm (in.)	Without Mod 1664		Without Mod 1664	
	Preselector cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal	Preselector cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal
Outboard 1 1327.04	7,716	7,942 1,217	7,710	7,994 1,225
Outboard 2 1327.04	7,716	7,942 1,217	7,710	79,941 1,225
Inboard 1 1156.88	29,762	29,791 4,565	29,760	30,281 4,640
Inboard 2 1156.88	29,762	29,791 4,565	29,760	30,281 4,640
Central 1106.10	24,251	24,701 3,785	29,760	30,346 4,650
Total	99,207	100,167 15,349	104,700	106,896 16,380

Fuel Management. Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb.

Oil Capacity. Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.

Maximum Operating Altitude. 40,000 ft.

Equipment. The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 333/75 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required:

DGAC-Approved Airplane Flight Manual.

Other Information. See "Data Pertinent to All 300 Model (except the A300B4-600, A300B4-600R and A300F4-600R series)"

---

IV. Type A300, Model B2K-3C (Transport Category Airplane) approved June 30, 1976.

---

Engines. 2 - General Electric Turbofan, Model CF6-50C (Data Sheet FAA No. FAA E 23 EA3 part B)

APU. Airesearch TS CP 700-5 (TSO C77 SC6203)

Fuel. (a) The following fuels are eligible for engines and APU.

MIL-T-5624 H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B
AST-TS-2-74	Grades Jet A, A1 and Jet B

French specifications are:

Air 3404  
Air 3407  
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

- (1) Maximum altitude of 15,000 ft with gravity fuel supply from outboard tanks.
- (2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engine and APU:

- (1) Phillips PFA-55MB or anti-icing additive to specifications MIL-I-27686 E at a concentration not in excess of 0.15 percent by volume.
- (2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
- (3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil. (a) The following oils are eligible for the CF6-50 engine:  
Synthetic type conforming to GE specification D 50 T F1, Classes A or B. (GE Service Bulletin No. 79-1 list approved brand oils).

(b) The following oil is eligible for APU:  
See Maintenance Manual TSCP 700, Chap. 49.20.00 Table 303.

Engine Limits.

Static thrust, sea level	
Takeoff (5 Min) - (flat to 86°F)	50,400 lb
Maximum continuous (flat to 85°F)	46,300 lb

Maximum permissible engine rotor operating speeds

N <sub>1</sub> (Low compressor)	4,068 rpm (118.5%)
N <sub>2</sub> (High compressor)	10,761 rpm (109.5%)

Maximum permissible engine temperature

Turbine exhaust gas temperature  
at turbine outlet

Takeoff (5 min)	945°C
Maximum continuous	910°C
Maximum acceleration (2 min)	960°C
Starting:	
Up to 40 sec.	1,652°F (900°C)
Above 40 sec.	1,382°F (750°C)

---

 IV. Type A300, Model B2K-3C (Transport Category Airplane) (cont'd)
 

---

Oil Maximum permissible outlet temperature		
Continuous operation		320°F (160°C)
Transient operation limited to 15 min.		347°F (175°C)

APU Limits.

Power rating		
Maximum at sea level		142 hp.
Maximum rotor speeds		
Low pressure speed (N <sub>1</sub> )		30,910 rpm (110%)
High pressure speed (N <sub>2</sub> )		38,845 rpm (110%)
Maximum Exhaust gas temperature		1,085°F (585°C)

Airspeed Limits (IAS).

V <sub>MO</sub> (Maximum Operating) up to 25,400 ft	360 K.
--	--------

M <sub>MO</sub> (Maximum Operating) at and over 25,400 ft	0.86 M
--	--------

V<sub>A</sub> (Maneuvering)  
See DGAC Approved Airplane Flight Manual

V <sub>FE</sub>	<u>Slat Positions</u>		<u>Flat Positions</u>	
Takeoff	16		0	250 K.
Takeoff	16		8	215 K.
Approach		16	15	205 K.
Landing	25		25	180 K.
Enroute	20		0	210 K.
				(M=0.47)

V <sub>LO</sub> (Landing Gear)		
Extension		270 K.
Retraction		240 K.

V <sub>LE</sub> (Landing Gear Extended)	270 K. (M=0.59)
---	--------------------

V <sub>MC</sub> (Minimum Control Speed with the Critical Engine Inoperative)			
In flight - V <sub>MCA</sub>		110 KIAS	105 KCAS
Takeoff and Landing - V <sub>MCG</sub>		106 KIAS	101.5 KCAS

V (Tires Limitation)	182.5 KCAS
----------------------	------------

## IV. Type A300, Model B2K-3C (Transport Category Airplane) (cont'd)

C.G. Range.

(Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
142,900 kg	315,040 lb	18% MAC	All weights	All weights	All weights
to	to	(Sta.1162.82)		weights	weights
125,500 kg	277,042 lb				
125,000 kg	277,042 lb	Linear variation between	18% MAC	35% MAC	33% MAC
to	to	18% MAC and	(Sta. 1162.82)	(Sta. 1202.13)	(Sta. 1201.92)
120,500 kg	265,657 lb	15% MAC			
Below	Below	(Sta.1155.07)			
120,500 kg	265,657 lb				

Landing gear retraction moment is 68,686 in lb., gear retraction moves c.g. forward.

Maximum Weights.

	<u>kg</u>	<u>lb</u>
Taxi Weight	142,900	315,040
Takeoff Weight	142,000	313,056
Landing Weight	130,500	286,601
Zero Fuel Weight	120,500	256,657
Gear Jacking Weight	142,000	313,056

Minimum Crew.

For all Flights: Pilot, Copilot and Flight Engineer

Maximum Passengers.

345 - Based on compliance with FAR 25 emergency exit requirements. Emergency evacuation demonstration of 25.803(c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage.

Forward freight compartment with containers:  
12 x 2,830 lb.

Middle freight compartment with containers:  
8 x 2,830 lb.

Aft freight compartment:  
Maximum loading: 5,512 lb.

Fuel Capacity.

Fuel Tank Capacity (lb.)

Location	Usable Fuel (6.6 lb/gal)		Arm (inches)
	Preselector Setting cut-off (lb)	Tank high Level Sensor cut-off (US gal)	
Outboard 1	7,716	1,219	1327.04
Outboard 2	7,716	1,219	1327.04
Inboard 1	29,762	4,593	1156.88



---

Inboard 2	29,762	4,593	1156.88
Total	74,956	11,624	

---

IV. Type A300, Model B2K-3C (Transport Category Airplane) (cont'd)

---

<u>Fuel Management.</u>	Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb.
<u>Oil Capacity.</u>	Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.
<u>Maximum Operating Altitude.</u>	40,000 ft.
<u>Equipment.</u>	<p>The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 760/76 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required.</p> <p>DGAC-approved Airplane Flight Manual.</p>
<u>Other Information.</u>	See "Data Pertinent to All A300 Models (except the A300B4-600, A300B4-600R and A300F4-600R series)"

## V. Type A300, Model B4-103 (Transport Category Airplane), approved October 4, 1979.

<u>Engines.</u>	2 - General Electric Turbofan, Model CF-6-50C2 (See Note 8). (Data Sheet FAA No. FAA E 23 EA3 Part B)						
<u>APU.</u>	Airesearch TS CP 700-5 (TSO C77 SC 6203)						
<u>Fuel.</u>	<p>(a) The following fuels are eligible for engines and APU:</p> <table> <tr> <td>MIL-T-5624 H</td><td>Grades JP-4 or JP-5</td></tr> <tr> <td>AST-MD-1655-65T</td><td>Grades Jet A, A1 (JP-1) and Jet B</td></tr> <tr> <td>AST-ES-2-74</td><td>Grades Jet A, A1 and Jet B</td></tr> </table> <p>French specifications are:</p> <p>Air 3404 Air 3407 Air 3405</p> <p>With JP-4 or Jet B fuel, the following limitations apply:</p> <ol style="list-style-type: none"> <li>(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.</li> <li>(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.</li> </ol> <p>(b) The following additives may be used in approved fuels for engine and APU:</p> <ol style="list-style-type: none"> <li>(1) Phillips PFA-55MB or anti-icing additive to specifications MIL-I-27686 E at a concentration not in excess of 0.15 percent by volume.</li> <li>(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).</li> <li>(3) Shell ASA anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.</li> </ol> <p>(a) The following oils are eligible for the CF6-50 engine:</p> <p>Synthetic type conforming to GE specification D 50 T F1, Classes A or B.</p>	MIL-T-5624 H	Grades JP-4 or JP-5	AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B	AST-ES-2-74	Grades Jet A, A1 and Jet B
MIL-T-5624 H	Grades JP-4 or JP-5						
AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B						
AST-ES-2-74	Grades Jet A, A1 and Jet B						

- (b) The following oil is eligible for the APU:  
See Maintenance Manual TSCP 700 Chap. 49.20.00 Table 303.

---

V. Type A300, Model B4-103 (Transport Category Airplane) (cont'd).

---

Engine Limits.

Static thrust, sea level	
Takeoff (5 Min) - (flat to 86°F)	51,800 lb
Maximum Continuous - (flat to 86°F)	46,300 lb
Maximum permissible engine rotor operating speeds	
N <sub>1</sub> (Low Compressor)	4,068 rpm (118.5%)
N <sub>2</sub> (High Compressor)	10,761 rpm (109.5%)
Maximum permissible engine temperature	
Turbine exhaust gas temperature	
at turbine outlet	
Takeoff (5 min)	945°C
Maximum Continuous	910°C
Maximum acceleration (2 min)	960°C
Starting:	
Up to 40 Sec.	1,652°F (900°C)
Above 40 Sec.	1,382°F (750°C)
Oil Maximum permissible outlet temperature	
Continuous operation	320°F (160°C)
Transient operation limited to 15 min.	347°F (175°C)

APU Limits.

Power rating	
Maximum at sea level	142 hp.
Maximum rotor speeds	
Low pressure speed (N <sub>1</sub> )	30,910 rpm (110%)
High pressure speed (N <sub>2</sub> )	38,845 rpm (110%)
Maximum Exhaust gas temperature	1,085°F (585°C)

Airspeed Limits (IAS).

	Basic Model	Variants 02, 03, 14
Max. Takeoff Weight	150,000 kg	157,500 kg
V <sub>MO</sub> (Maximum Operating)	360 K	345 K
Up to	25,400 ft	25,000 ft
M <sub>MO</sub> (Maximum Operating)	0.86	0.86/0.82 (See Note 4)
At and over	25,400 ft	25,000 ft

V<sub>A</sub> (Maneuvering)

See DGAC Approved Airplane Flight Manual

V <sub>FE</sub>	Slat Positions		Flat Positions
Takeoff	16	0	250 K.
Takeoff & Approach	16	8	215 K.
Takeoff, approach, land.	16	15	205 K.
Landing	25	25	180 K.
Enroute	16	0	210 K.

(M=0.47)

 $V_{LO}$  (Landing Gear)

Extension

270 K.

Retraction

240 K.



A maximum pallet weight of 10,200 lb is permitted at station 22 when  
Mod. 2,488 is incorporated,

OR

6 x 5,660 lb. when Mod. 1844 and 4171 are incorporated.

---

V. Type A300, Model B4-103 (Transport Category Airplane) (cont'd).

---

Maximum Baggage (cont'd)

A maximum pallet weight 7,000 lb is permitted at stations 22, 23, 24 when Mods. 1844, 2317 and 4171 are incorporated.

- Split engine transport:

- When Mod. 2001 is incorporated
- Maximum weight of each pallet must not exceed 8200 lb.
- Pallets, engine stands and pallet net must be in accordance with specification AI/TI-431/77

Middle freight compartment: Max admissible load 23,980 lb.

- With containers: 8 x 2,830 lb or  
4 x 5,660 lb. when Mod. 1844 is incorporated
- With pallets: 2 x 5,660 lb.  
2 x 7,000 lb. when Mods 1844, 2317 and 4171 are incorporated.

A maximum of 3,500 lb. each side or 7,000 lb. both sides is permitted at station 41 when Mod. 0470 is incorporated and at station 42 when Mod. 2317 is incorporated.

Aft freight compartment: Maximum loading 5,512 lb.

Fuel Capacity.

Usable fuel tank capacity (lb) - Density 6,526 lb./US gal.

Location Arm (in.)	Without Mod 1664		With Mod 1664	
	Preselector cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal	Preselector cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal
Outboard 1 1327.04	7,716	7,942 1,217	7,710	7,994 1,225
Outboard 2 1327.04	7,716	7,942 1,217	7,710	7,994 1,225
Inboard 1 1156.88	29,762	29,791 4,565	29,760	30,281 4,640
Inboard 2 1156.88	29,762	29,791 4,565	29,760	30,281 4,640
Central 1106.10	24,251	24,701 3,785	29,760	30,346 4,650
Total	99,207	100,167 15,349	104,700	106,896 16,380

Fuel Management.

Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from



inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb.

Oil Capacity.

Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.

<u>Maximum Operating Altitude.</u>	40,000 ft.
<u>Equipment.</u>	<p>The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 549/79 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required:</p> <p>DGAC-Approved Airplane Flight Manual.</p>
<u>Other Information.</u>	See "Data Pertinent to All A300 Models (except the A300B4-600, A300B4-600R and A300F4-600R Series)"

---

VI. Type A300 Model B2-203 (Transport Category Airplane) approved October 1, 1980.

---

<u>Engines.</u>	2 - General Electric Turbofan, Model CF6-50C2 (See Note 8). Data Sheet FAA: No. E 23 EA3 - Part B.						
<u>APU.</u>	Airesearch TS CP 700-5 (TSO C77 SC 6203)						
<u>Fuel.</u>	<p>(a) The following fuels are eligible for engines and APU:</p> <table> <tr> <td>MIL-T-5624H</td><td>Grades JP-4 or JP-5</td></tr> <tr> <td>AST-MD-1665-65T</td><td>Grades Jet A, A1 (JP-1) and Jet B</td></tr> <tr> <td>AST-ES-2-74</td><td>Grades Jet A, A1 and Jet B</td></tr> </table> <p>French specifications are:</p> <p>Air 3404</p> <p>Air 3407</p> <p>Air 3405</p> <p>With JP-4 or Jet B fuel, the following limitations apply:</p> <ol style="list-style-type: none"> <li>(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.</li> <li>(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.</li> </ol> <p>(b) The following additives may be used in approved fuels for engines and APU:</p> <ol style="list-style-type: none"> <li>(1) Philips PFA-55MB or anti-icing additive to specifications MIL-I-27686 E at a concentration not in excess of 0.15 percent by volume.</li> <li>(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).</li> <li>(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.</li> </ol>	MIL-T-5624H	Grades JP-4 or JP-5	AST-MD-1665-65T	Grades Jet A, A1 (JP-1) and Jet B	AST-ES-2-74	Grades Jet A, A1 and Jet B
MIL-T-5624H	Grades JP-4 or JP-5						
AST-MD-1665-65T	Grades Jet A, A1 (JP-1) and Jet B						
AST-ES-2-74	Grades Jet A, A1 and Jet B						
<u>Oil.</u>	<p>(a) The following oils are eligible for the CF6-50 engine:</p> <p>Synthetic type conforming to GE specifications D 50 T F1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)</p> <p>(b) The following oil is eligible for the APU:</p> <p>See Maintenance Manual TS CP 700, Chap. 49.20.00 Table 303.</p>						

---

 VI. Type A300 Model B2-203 (Transport Category Airplane) (cont'd)
 

---

Engine Limits.

Static thrust, sea level	
Takeoff (5 min) - (flat to 86°F)	51,800 lb
Maximum Continuous (flat to 85°F)	46,300 lb
Maximum permissible engine rotor operating speeds	
N1 (Low compressor)	4068 rpm (118.5%)
N2 (High compressor)	10,761 rpm (109.5%)
Maximum permissible engine temperature	
Turbine exhaust gas temperature at turbine outlet	
Takeoff (5 min)	945°C
Maximum Continuous	910°C
Maximum acceleration (2 min)	960°C
Starting:	
Up to 40 Sec.	1652°F (900°C)
Above 40 Sec.	1382°F (750°C)
Oil Maximum permissible outlet temperature	
Continuous operation	320°F (160°C)
Transient operation limited to 15 min.	347° (175°C)

APU Limits.

Power rating	
Maximum at sea level	142 hp.
Maximum rotor speeds	
Low pressure speed (N <sub>1</sub> )	30,910 rpm (110%)
High pressure speed (N <sub>2</sub> )	38,845 rpm (110%)
Maximum exhaust gas temperature	1,085°F (585°C)

V<sub>A</sub> (Maneuvering)  
See DGAC Approved Airplane Flight Manual

Airspeed Limits (IAS).

V <sub>MO</sub> (Maximum Operating)	
up to 28,400 ft	345 K.
M <sub>MO</sub> (Maximum Operating)	
at and over 28,000 ft	0.86

V<sub>A</sub> (Maneuvering)  
See DGAC Approved Airplane Flight Manual

V <sub>FE</sub>	<u>Slat Positions</u>		<u>Flat Positions</u>	
Takeoff	16	0	250 K.	
Takeoff	16	8	215 K.	
Approach		16	15	205 K.
Landing	25	25	180 K.	
Enroute	16	0	210 K.	
			(M=0.47)	

V <sub>LO</sub> (Landing Gear)	
Extension	270 K.
Retraction	240 K.

V <sub>LE</sub> (Landing Gear Extended)	270 K.
	(M=0.59)

$V_{MC}$ (Minimum Control Speed with the Critical Engine Inoperative)			
In flight - $V_{MCA}$	112 KIAS	105 KCAS	
Takeoff and Landing- $V_{MCG}$	107 KIAS	102.5 KCAS	
$V$ (Tires Limitation		195.5 KCAS	

C.G. Range.

(Landing Gear Extended)

		FORWARD		AFT	
Gross Weight		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
142,900 kg	315,040 lb	18% MAC (Sta.1162.82)	All weights  18% MAC (Sta. 1162.82)	All weights	All weights
to	to				
125,500 kg	277,042 lb				
125,500 kg	277,042 lb	Linear variation between	18% MAC (Sta. 1162.82)	35% MAC (Sta. 1202.13)	33% MAC (Sta. 1201.92)
to	to	18% MAC and			
120,500 kg	265,657 lb	15% MAC			
Below	Below	15% MAC			
120,500 kg	265,657 lb	(Sta.1155.07)			

Landing gear retraction moment is 68,686 in lb., gear retraction moves c.g. forward.

Maximum Weights.

	kg	lb
Taxi Weight	142,900	315,040
Takeoff Weight	142,000	313,056
Landing Weight	130,000	286,601
Zero Fuel Weight	120,500	265,657
Gear Jacking Weight	142,000	313,056

Minimum Crew.

For all Flight: Pilot, Copilot and Flight Engineer

Maximum Passengers.

345 - Based on compliance with FAR 25 emergency exit requirements.  
Emergency evacuation demonstration of 25.803(c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage.

Forward freight compartment with containers:  
12 x 2,830 lb.  
Middle freight compartment with containers:  
8 x 2,830 lb.  
Aft freight compartment:  
Maximum loading: 5,512 lb.

Fuel Capacity.

## Fuel Tank Capacity (lb.)

Location	Usable Fuel (6.6 lb/gal)		Arm (inches)
	Preselector Setting cut-off (lb)	Tank high Level Sensor cut-off (US gal)	
Outboard 1	7,716	1,219	1327.04
Outboard 2	7,716	1,219	1327.04
Inboard 1	29,762	4,593	1156.88
Inboard 2	29,762	4,593	1156.88
Total	74,956	11,624	

Fuel Management.

Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first.

Maximum allowable wing fuel asymmetry is 8,820 lb.

<u>Oil Capacity.</u>	Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.
<u>Maximum Operating Altitude.</u>	40,000 ft.
<u>Equipment.</u>	<p>The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 947/80 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required.</p> <p>DGAC-approved Airplane Flight Manual plus Document AI/V-F 902/79, Instrument Markings and Placards.</p>
<u>Other Information.</u>	See "Data Pertinent to All A300 Models (except the A300B4-600, A300B4-600R and A300F4-600R Series)"

---

VII. Type A300, Model B4-203 (Transport Category Airplane) approved October 2, 1981.

---

<u>Engines.</u>	2 - General Electric Turbofan, Model CF6-50C2 (See Note 8). (Data Sheet FAA No. E23EA3 - Part B)						
<u>APU.</u>	Airesearch TS CP 700-5 (TSO C77 SC 6203)						
<u>Fuel.</u>	<p>(a) The following fuels are eligible for engines and APU:</p> <table> <tr> <td>MIL-T-5624H</td><td>Grades JP-4 or JP-5</td></tr> <tr> <td>AST-MD-1655-65T</td><td>Grades Jet A, A1 (JP-1) and Jet B</td></tr> <tr> <td>AST-ES-2-74</td><td>Grades Jet A, A1 and Jet B</td></tr> </table> <p>French specifications are:</p> <p>Air 3404 Air 3407 Air 3405</p> <p>With JP-4 or Jet B fuel, the following limitations apply:</p> <ol style="list-style-type: none"> <li>(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.</li> <li>(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.</li> </ol> <p>(b) The following additives may be used in approved fuels for engines and APU:</p> <ol style="list-style-type: none"> <li>(1) Philips PFA-55MB or anti-icing additive to specifications MIL-I-27686 E at a concentration not in excess of 0.15 percent by volume.</li> <li>(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).</li> <li>(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.</li> </ol>	MIL-T-5624H	Grades JP-4 or JP-5	AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B	AST-ES-2-74	Grades Jet A, A1 and Jet B
MIL-T-5624H	Grades JP-4 or JP-5						
AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B						
AST-ES-2-74	Grades Jet A, A1 and Jet B						
<u>Oil.</u>	<p>(a) The following oils are eligible for the CF6-50 engine:</p> <p>Synthetic type conforming to GE specifications D 50 T F1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)</p>						

- (b) The following oil is eligible for the APU:

See Maintenance Manual TS CP 700, Chap. 49.20.00 Table 303.



---

VII. Type A300, Model B4-203 (Transport Category Airplane) (cont'd)

---

Engine Limits.

Static thrust, sea level	
Takeoff (5 min) - (flat to 86°F)	51,800 lb
Maximum Continuous (flat to 85°F)	46,300 lb
Maximum permissible engine rotor operating speeds	
N1 (Low compressor)	4068 rpm (118.5%)
N2 (High compressor)	10,761 rpm (109.5%)
Maximum permissible engine temperature	
Turbine exhaust gas temperature at turbine outlet	
Takeoff (5 min)	945°C
Maximum Continuous	910°C
Maximum acceleration (2 min)	960°C
Starting:	
Up to 40 Sec.	1,652°F (900°C)
Above 40 Sec.	1,382°F (750°C)
Oil Maximum permissible outlet temperature	
Continuous operation	320°F (160°C)
Transient operation limited to 15 min.	347° (175°C)

APU Limits.

Power rating	
Maximum at sea level	142 hp.
Maximum rotor speeds	
Low pressure speed (N <sub>1</sub> )	30,910 rpm (110%)
High pressure speed (N <sub>2</sub> )	38,845 rpm (110%)
Maximum exhaust gas temperature	1,085°F (585°C)

Airspeed Limits (IAS).

V <sub>MO</sub> (Maximum Operating)		
up to 25,000 ft		345 K.
M <sub>MO</sub> (Maximum Operating)		
at and over 25,400 ft		0.86/0.82
		(See Note 4)
V <sub>A</sub> (Maneuvering)		
	See DGAC Approved Airplane Flight Manual	
V <sub>FE</sub>	Slat Positions	Flat Positions
Takeoff	16	0 250 K.
Takeoff	16	8 215 K.
Approach	16	15 205 K.
Landing	25	25 180 K.
Enroute	16	0 210 K.
		(M=0.47)
V <sub>LO</sub> (Landing Gear)		
Extension		270 K.
Retraction		240 K.
V <sub>LE</sub> (Landing Gear Extended)		270 K.

---

	(M=0.59)
V <sub>MC</sub> (Minimum Control Speed with the Critical Engine Inoperative)	
In flight - V <sub>MCA</sub>	112 KIAS 107.5 KCAS
Takeoff and Landing-V <sub>MCG</sub>	107 KIAS 102.5 KCAS
V (Tires Limitation)	195.5 KCAS

---

VII. Type A300, Model B4-203 (Transport Category Airplane) (cont'd)

---

C.G. Range. (Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
Max Taxi to 130,000 kg	Max Taxi to 286,600 lb	18% MAC (Sta.1162.82)	All weights	All weights	All weights
130,000 kg to 124,000 kg	286,642 lb to 273,370 lb	Linear variation between 18% MAC and 15% MAC	18% MAC (Sta. 1162.82)	35% MAC (Sta. 1202.13)	33% MAC (Sta. 1201.83)
Below 124,000 kg	Below 273,370 lb	15% MAC (Sta.1155.07)			

Landing gear retraction moment is 74,772 in lb., gear retraction moves c.g. forward.

Maximum Weights.

	Basic Model		Variant 07 with mod 3195	
	kg	lb	kg	lb
Taxi Weight	165,900	365,740	165,900	365,740
Takeoff Weight	165,000	363,760	165,000	363,760
Landing Weight	134,000	295,410	136,000(1)	299,820(1)
			134,000(2)	295,410(2)
Zero Fuel Weight	124,000	273,370	124,000	273,370
Gear Jacking Weight	165,000	363,750	165,000	363,750

(1) 136,000 kg slats 16°/flaps 15°

(2) 134,000 kg slats 25°/flaps 25°

Minimum Crew.

For all Flights: Pilot, Copilot and Flight Engineer

Maximum Passengers.

345 - Based on compliance with FAR 25 emergency exit requirements. Emergency evacuation demonstration of 25.803(c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage.

Forward freight compartment: Max admissible load 36,600 lb.

- With containers: 12 x 2,030 lb. or  
6 x 5,660 lb. when Mod. 1844 is incorporated
- A maximum container weight of 3,500 lb each side  
or  
7,000 lb both sides is permitted at station 22, 23 and 24 when Mod. 2317 is incorporated.
- With pallets: 4 x 8,300 lb.

A maximum pallet weight of 10,200 lb is permitted at station 22 when Mod. 2488 is incorporated,

OR

6 x 5,660 lb. when Mods. 1844 and 4171 are incorporated.



---

**VII. Type A300, Model B4-203 (Transport Category Airplane) (cont'd)**


---

**Maximum Baggage (cont'd)** A maximum pallet weight 7,000 lb is permitted at stations 22, 23, 24 when Mods. 1844, 2317 and 4171 are incorporated.

- Split engine transport

- When Mod. 2001 is incorporated

- Maximum weight of each pallet must not exceed 8,200 lb.

- Pallets, engine stands and pallet net must be in accordance with specification  
AI/TI-431/77

Middle freight compartment: Max admissible load 23,980 lb.

- With containers 8 x 2,830 lb or

4 x 5,660 lb. when Mod. 1844 is incorporated

- With pallets: 2 x 5,660 lb.

2 x 7,000 lb. when Mods 1844, 2317 and 4171 are incorporated.

A maximum of 3,500 lb. each side or 7000 lb. both sides is permitted at station 41 when Mod. 0470 is incorporated and at station 42 when mod. 2317 is incorporated.

Aft freight compartment: Maximum loading 5512 lb.

**Fuel Capacity.**

Usable fuel tank capacity (lb) - Density 6.6 lb./US gal.

Location Arm (in.)	Without Mod 1664		With Mod 1664	
	Preselector cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal	Preselector cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal
Outboard 1 1327.04	7,716	7,942 1,217	7,710	7,994 1,225
Outboard 2 1327.04	7,716	7,942 1,217	7,710	7,994 1,225
Inboard 1 1156.88	29,762	29,791 4,565	29,760	30,281 4,640
Inboard 2 1156.88	29,762	29,791 4,565	29,760	30,281 4,640
Central 1106.10	24,251	24,701 3,785	29,760	30,346 4,650
Total	99,207	100,167 15,349	104,700	106,896 16,380

Fuel Management.

Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb.

---

VII. Type A300, Model B4-203 (Transport Category Airplane) (cont'd)

---

<u>Oil Capacity.</u>	Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.
<u>Maximum Operating Altitude.</u>	40,000 ft.
<u>Equipment.</u>	<p>The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V-C 379/81 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required:</p> <p>DGAC-Approved Airplane Flight Manual, plus for Model B4-203, document AI/V-F 902/79.</p>
<u>Other Information.</u>	See "Data Pertinent to All A300 Models (except the A300B4-600, A300B4-600R and A300F4-600R Series)"

DATA PERTINENT TO ALL A300 MODELS  
(EXCEPT THE A300B4-600, A300B4-600R and A300F4-600R SERIES)

<u>Datum.</u>	Station 0 (251.26 inches forward of fuselage nose)																																				
<u>MAC.</u>	260.15 inches (Leading edge of MAC: Sta. 1116)																																				
<u>Leveling Means.</u>	Clinometer on the cabin rails.																																				
<u>Control Surface Movements.</u>	<p>To insure operation of the airplane, the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplane must therefore be rigged in accordance with the following DGAC-approved information and data:</p> <table> <tr> <td>Control surface movement inspection -</td><td></td></tr> <tr> <td>Airbus Industrie Reports A300B</td><td>8.27.010</td></tr> <tr> <td></td><td>011</td></tr> <tr> <td></td><td>012</td></tr> <tr> <td></td><td>013</td></tr> <tr> <td></td><td>014</td></tr> <tr> <td></td><td>015</td></tr> <tr> <td>Rigging procedure -</td><td></td></tr> <tr> <td>Airbus Industrie Reports A 007</td><td>10.063</td></tr> <tr> <td></td><td>10.094</td></tr> <tr> <td></td><td>10.095</td></tr> <tr> <td></td><td>10.100</td></tr> <tr> <td></td><td>10.102</td></tr> <tr> <td></td><td>10.103</td></tr> <tr> <td></td><td>10.105</td></tr> <tr> <td></td><td>10.114 (for type B2-1A &amp; B2-1C)</td></tr> <tr> <td></td><td>10.123 (for type B4-2C, B2K-3C.</td></tr> <tr> <td></td><td>B2-203, B4-103, &amp; B4-203)</td></tr> </table>	Control surface movement inspection -		Airbus Industrie Reports A300B	8.27.010		011		012		013		014		015	Rigging procedure -		Airbus Industrie Reports A 007	10.063		10.094		10.095		10.100		10.102		10.103		10.105		10.114 (for type B2-1A & B2-1C)		10.123 (for type B4-2C, B2K-3C.		B2-203, B4-103, & B4-203)
Control surface movement inspection -																																					
Airbus Industrie Reports A300B	8.27.010																																				
	011																																				
	012																																				
	013																																				
	014																																				
	015																																				
Rigging procedure -																																					
Airbus Industrie Reports A 007	10.063																																				
	10.094																																				
	10.095																																				
	10.100																																				
	10.102																																				
	10.103																																				
	10.105																																				
	10.114 (for type B2-1A & B2-1C)																																				
	10.123 (for type B4-2C, B2K-3C.																																				
	B2-203, B4-103, & B4-203)																																				

Serial Numbers Eligible.

A French "Certificate de Navigabilite pour Exportation" endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for U.S. certification is made.



Import Requirements.

An FAA Standard Airworthiness Certificate may be issued on the basis of a French "Certificat de Navigabilite pour Exportation" signed by a representative of the Direction Generale de 'Aviation Civile (D.G.A.C.) of France, containing the following statement: "The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under Type Certificate No. A35EU and to be in condition for safe operation".

Certification Basis.

FAR 21.29 (a)(1), based upon France/German requirements of FAR Part 25 effective February 1, 1965, including Amendments 25-1 through 25-20, plus Amendment 25-23 for Paragraphs 25.145, 25.1305, 25.1321, 23.1331, 25.1333, Amendment 25-24 for Paragraph 25.1303; Amendment 25-23 for Paragraphs 25.785 through 25.791, 25.809 through 25.812, 25.853 through 25.857, and 25.1557; Conditions Techniques Complementaires as listed in DGAC documents 4080 DTA/M dated August 8, 1970, 3904 DTA/M dated July 20, 1972, and 2060 DTA/M dated March 30, 1973; Corresponding FAA certification requirements are FAR Part 25 as detailed above plus Special Conditions No. 25-52-EU-16, plus FAA Part 36 including appropriate amendments (See NOTE 8). SFAR-27 through 27-3 (see NOTE 9). Compliance has been shown with the following optional requirements:

Ditching	25.801
Ice Protection	25.1419

Date of Application: February 4, 1970 Type Certificate No. A35EU, issued May 30, 1974.

Service Information.

All Airbus Industrie Service Bulletins will be DGAC approved and will carry a statement to that effect. This statement may be interpreted as "FAA Approved." All Service Bulletins that are subject to a Consigne de Navigabilite of the DGAC will carry a statement to that effect.

The Structural Repair Manual (A SRM E00A) and its revisions are DGAC approved and carry a statement of DGAC approval. That statement is to be interpreted as constituting FAA approval.

Other available service documents for the Airbus include:

- (1) Illustrated Parts Catalog
- (2) Wiring Diagram Manual
- (3) Maintenance Manual

NOTES (A300)NOTE 1.Weight and Balance

- (a) Current weight and balance report including list of equipment, entitled "Aircraft Inspection Report," included in certificated empty weight, and loading instructions, must be in each aircraft at the time of original certification and at all times thereafter except in the case of operators having an approved weight control system. Airbus Industrie Report, "Weight and Balance Manual," contains loading information for each airplane and interior arrangement configuration as delivered. This report contains, or refers to, information relative to location of all passengers and crew member seats, location and capacity of all cargo and baggage compartments, buffets, storage spaces and coat rooms, location and capacity of lounges, lavatories, and the required placards in the passenger compartment.
- (b) The airplane must be loaded so that the C.G. is within specified limits at all times, considering fuel

loading and usage, gear retraction and movement of crew and passengers from their assigned positions.

- (c) The weights of system fuel and oil, as defined below and hydraulic fluid, all of which must be included in the airplane empty weight, are listed for each airplane in the Weight and Balance Manual specified in paragraph (a) above.

- (d) System fuel is the weight of all fuel required to fill all lines and tanks up to the zero-fuel point on the fuel gauges in the most critical flight attitude, including the unusable tank fuel as defined by FAR Part 26.959. (The usable fuel in the crossfeed manifold lines, manifolds and engine, that is not part of the system fuel, must be included in the total usable fuel to obtain correct weight and C.G. for takeoff).
- (e) The unusable fuel is that amount of fuel in the tanks which is unavailable to the engines under critical flight conditions as defined in FAA Part 25.959. This "unusable" fuel is included in System Fuel as indicated in 1(d) above and need not be accounted for separately.
- (f) System oil is the weight of oil remaining in the engine, constant speed drive, lines and tanks after subtracting the oil in the tanks which is above the standpipe (zero gauge) levels. The engine oil capacities shown elsewhere in this data sheet includes only the usable oil for which the tanks must be placarded.

NOTE 2.

Placards - Model A300B2-1A, B2-1C, B4-2C, B2K-3C:

All placards listed in the DGAC-approved Airplane Flight Manual must be installed in the appropriate locations.

Model A300B4-103, B2-203, B4-203;

Instrument markings and placards must be in accordance with Document AI/V-F 902/79.

NOTE 3.Life Limitations

Service Life Limits are provided in the DGAC approved Chapter 05-11-00 of the A300 Aircraft Maintenance Manual.

NOTE 4.

For models B4-2C and B4-103 aircraft incorporating modification no. 1652 and for model B4-203 aircraft, the MMO warning selector of modification no. 1688 allows an MMO switching. MMO is 0.86 M for takeoff weights up to 153,000 kg (337,302 lb) and 0.82 M for takeoff weight greater than 153,000 kg (337,302 lb) provided the airplane is operated in accordance with the corresponding DGAC approved Airplane Flight Manual page 2.03.00 page 1.

NOTE 5.Cabin Equipment

Seats, galleys and other cabin equipment aft of fuselage station 28.768m (94.38 ft) must be designed for upward load factor not less than 3.0 g.

NOTE 6.Cat III Maintenance Requirements

Autoland Maintenance tasks and associated intervals are listed in Airbus Industrie document AI/V-C 387/79 dated March 27, 1979 Revision 1 dated April 20, 1979, and Revision 2, dated October 19, 1984.

NOTE 7.Alternate Engine Installations

A - Alternate Engine Models eligible

2 General Electric Model CF6-50C1

or

2 General Electric Model CF6-50C

B - Engine Model Intermix

1 General Electric CF6-50C2 and 1 General Electric CF6-50C1

or

1 General Electric CF6-50C2 and 1 General Electric CF6-50C

The above engine configurations are permitted when installation is in accordance with Airbus Industrie Service Bulletin No. A300-71-011 and the engines are operated in accordance with Supplement No. 4 to the DGAC-approved AFM.

NOTE 8. The following FAR 36 Noise Certification by Model reflects required as well as Airbus Industries voluntary updated compliance to later FAR-36 amendments.

Model B2-1A	Amendment	36-1
B2-1C		36-12
B4-2C		36-3
B2K-3C		36-3
B2-203		36-12
B4-103		36-12
B4-203		36-12

NOTE 9. Model A300 series airplanes comply with SFAR 27 through 27-3 when Airbus Industrie's Modifications No. 1024, 1318 and 1351 are installed.

NOTE 10. The following models may be converted in accordance with Airbus Industrie Service Bulletin No. A300-00-001:

Model A300 B2K-3C to Model A300 B2-203  
 Model A300 B4-2C to Model A300 B4-103  
 Model A300 B4-2C to Model A300 B4-203  
 Model A300 B4-103 to Model A300 B4-203

---

VIII. A300-B4-600 Series (A300B4-601 approved March 28, 1988; A300B4-603 and A300B4-620 approved September 19, 1988) Transport Aircraft

---

Engines. 2 - General Electric CF6-80C2A1 (A300B4-601) or 2 General Electric CF6-80C2A3 (A300B4-603) (FAA Data Sheet E13NE).  
 or  
 2 Pratt and Whitney JT9D-7R4H1 (A300B4-620) (FAA Data Sheet E3NE)

APU. Airesearch GTCP 331-250 (Specification 31-2891)

Fuel. (a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:

Air 3404  
 Air 3407  
 Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

- (1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
- (2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines

and APU:

- (1) Philips PFA-55MB or anti-icing additive to specifications MIL-I-278686 E at a concentration not in excess of 0.15 percent by volume.
- (2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).

---

VIII. A300-B4-600 Series (A300B4-601, A300B4-603 and A300B4-620 (cont'd)

---

- (3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

- (a) The following oils are eligible for the engines:  
Synthetic type conforming to GE specifications D50TF1, Classes A or B.  
(GE Service Bulletin No. 79-1 lists approved brand oils.)

Synthetic type conforming to PW specification 521C (PW Service Bulletin No. 238 lists approved brand oils).

- (b) The following oil is eligible for the APU:  
See Maintenance Manual AIRESEARCH GTCP 331-250,  
Chapter 49.21.00 Table 2.

Engine Limits.

	PRATT AND WHITNEY JT9D-7R4H1	GENERAL ELECTRIC	
		CF6-80C2A1	CF6-80C2A3
Static Thrust, Sea Level			
Takeoff (5 min-up to 87 F)	56,000 lb	57,860 lb	58,950 lb
Max. Cont. (up to 87 F)	50,000 lb	53,390 lb	58,780 lb
Max. Permissible Engine Rotor Operating Speeds			
N1 (Low compressor)	3,810 rpm (105.8%)	3,854 rpm (117.5%)	3,854 rpm (117.5%)
N2 (High compressor)	8,080 rpm (103.5%)	11,055 rpm	11,055 rpm
Max. Permissible Engine Temperature			
(Turbine exhaust temperature at turbine outlet)			
Takeoff (5 min)	680°C	960°C	960°C
Acceleration (2 min)	680°C	-	-
Maximum Continuous	635°C	925°C	925°C
Starting			
up to 40 sec	535°C	870°C	870°C
above 40 sec	535°C	750°C	750°C
Oil Max. Permissible Outlet Temperature			
Continuous Operation	135°C	160°C	160°C
Transient operation Limited to 15 min.	163°C	175°C	175°C

Limited to 20 min.				
--------------------	--	--	--	--



## VIII. A300-B4-600 Series (A300B4-601, A300B4-603 and A300B4-620 (cont'd)

APU Limits.

- Power rating maximum at sea level: 98.5 KW
- Maximum operating speed: 43,562 rpm
- Maximum gas temperature at turbine outlet: 585°C

Airspeed Limits (IAS)

	BASIC MODEL
MAXIMUM OPERATING MACH $M_{MO}$	0.82
MAXIMUM OPERATING SPEED $V_{MO}$ (Kt)	335

$V_A$  (Maneuvering speed): refer to DGAC-approved FAA Airplane Flight Manual Chapter 2.03.

$V_{FE}$

SLATS (°)	FLAPS (°)	VFE (kt)
15	0	250
15	15	215
15	20	205
30	40	175

$V_{LO}$  Gear extension . . . . . 270 Kt  
 Gear retraction . . . . . 240 Kt

$V_{LE}$  Landing gear extended . . . . . 270 Kt or  $M=0.59$

$V_{MC}$  (Minimum control speed with the critical engine inoperative)

	B4-620	B4-601	B4-603
Inflight - VMCA	109 KCAS	115 KCAS	115.5 KCAS
Take off - VMCG	107.5 KCAS	113.5 KCAS	114 KCAS

Tire Speed Limit (Ground speed limit): 195.5 kt (225 mph)

C.G. Range.

For C.G. envelopes, see approved Flight Manual.

Maximum Weights.

	BASIC MODEL	
	kg	lb
Taxi Weight	165,900	365,740
Take-off weight	165,000	363,760
Landing weight	138,000	304,230
Zero fuel weight	130,000	286,600

Minimum Flight Weight.

90,000 kg. (198,410 lb)

Minimum Crew.

For all flights: 2 pilots

---

VIII. A300-B4-600 Series (A300B4-601, A300B4-603 and A300B4-620) (cont'd)

---

Maximum Passengers. 345. For seating arrangement refer to AIRBUS INDUSTRIE specification TL 25/1110/74

Maximum Baggage. Forward compartment - Maximum load: 40,800 lbs  
Aft compartment - Maximum load: 28,300 lbs  
Bulk compartment - Maximum load: 6,110 lbs

Fuel Capacity.

Location	(Usable fuel 6.676 lb/gal) (lb) (US gal)		Arm (inches)
Outboard Tanks	9,260	2,450	1325.99
Inboard Tanks	35,140	9,280	1158.27
Center Tanks	17,600	4,650	1102.68
TOTAL	62,000	16,380	1167.52

Fuel Management. Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tank first. Maximum allowable wing fuel asymmetry is 4,410 lb.

Oil Capacity. GE Engine oil capacity 25.02 lb/engine usable (at 8.1 lb/gal) with engine mount arm 965.15 inches.  
PW - Engine oil capacity 33.40 lb/engine usable (at 8.1 lb/gal) with engine moment arm 1022.6 inches.

Maximum Operating Altitude. 40,000 ft.

Equipment. The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft. Airbus Equipment List A1/V-C No. 401/84 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition, the following is required:

DGAC-Approved FAA Airplane Flight Manual.

Other Information. See "Data Pertinent to all A300B4-600, A300B4-600 R and A300F4-600R Models".

---

IX. A300B4-600R Series (A300B4-605R approved March 28, 1988, A300B4-622R approved August 1, 1991) Transport Aircraft.

---

Engines. 2 General Electric CF6-80C2A5 (A300B4-605R) (FAA Data Sheet E13 NE)  
or  
2 Pratt & Whitney PW 4158 (A300B4-622R) (FAA Data Sheet E24NE)

APU. Airesearch GTCP 331-250 (Specification 31-2891)

Fuel. (a) The following fuels are eligible for engines and APU:  
MIL-T-5624H Grades JP-4 or JP-5

AST-MD-1655-65T	Grades Jet A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

---

 IX. A300B4-600R Series (A300B4-605R approved March 28, 1988, A300B4-622R approved August 1, 1991) (cont'd)
 

---

Fuel (cont'd)

French specifications are:

Air 3404

Air 3407

Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

- (1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
- (2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:

- (1) PHILLIPS PFA-55MB or anti-icing additive to specifications MIL-I-278686 E at a concentration not in excess of 0.15 percent by volume.
- (2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
- (3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the CF6-80C2A5 and PW 4158 engines respectively:

- Synthetic type conforming to GE specifications D50TF1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)
- Synthetic type conforming to PW specification 521C (PW Service Bulletin No. 238 lists approved brand oils).

(b) The following oil is eligible for the APU:

See Maintenance Manual AIRESEARCH GTCP 331-250, Chapter 49.21.00 Table 2.

## IX. A300B4-600R Series (A300B4-605R approved March 28, 1988, A300B4-622R approved August 1, 1991) (cont'd)

Engine Limits.

	GENERAL ELECTRIC CF6-80C2A5	PRATT & WHITNEY PW 4158
Static Thrust, Sea Level Takeoff (5 min-up to 87°F)	60,100 lb.	58,000 lb.
Maximum Continuous (up to 87°F)	56,210 lb.	49,580 lb.
Maximum Permissible Engine Rotor Operating Speeds		
N1 (Low compressor)	3,854 rpm (117.5%)	4,012 rpm (111.4%)
N2 (High compressor)	10,055 rpm (112.5%)	10,450 rpm (105.5%)
Maximum Permissible Engine Temperature		
(Turbine exhaust temperature at turbine outlet)		
Takeoff (5 min)	960°C	650°C
Acceleration (2 min)	-	925°C
Maximum Continuous	925°C	625°C
Starting		
° up to 40 sec	870°C	535°C
° above 40 sec	750°C	535°C
Oil Maximum Permissible Outlet Temperature		
Continuous Operation	160°C	163°C
Transient operation		
° Limited to 15 min.	175°C	-
° Limited to 20 min.		177°C

APU Limits.

- Power rating maximum at sea level: 98.5 KW
- Maximum operating speed: 43,562 rpm
- Maximum gas temperature at turbine outlet: 585°C

Airspeed Limits (IAS).

MAXIMUM OPERATING MACH MMO	0.82
MAXIMUM OPERATING SPEED VMO (Kt)	335

V<sub>A</sub> (Maneuvering speed): refer to DGAC-approved FAA Airplane  
Flight Manual Chapter 2.03.

V<sub>FE</sub>

SLATS (°)	FLAPS (°)	VFE (kt)
15	0	250
15	15	215
15	20	205
30	40	175

IX. A300B4-600R Series (A300B4-605R approved March 28, 1988, A300B4-622R approved August 1, 1991) (cont'd)

Airspeed Limits (IAS) (cont'd)  $V_{LO}$  Gear extension ..... 270 Kt  
Gear retraction ..... 240 Kt

$V_{LE}$  Landing gear extended ..... 270 Kt or M=0.59

$V_{MC}$  (Minimum control speed with the critical engine inoperative)

	A300B4-605R	A300B4-622R
Inflight - VMCA	117 KCAS	111 KCAS
Take off - VMCG	115.5 KCAS	109,5 KCAS

Tire Speed Limit (Ground speed limit): 195.5 KCAS (225 mph)

C.G. Range.

For C.G. envelopes, see approved Flight Manual.

Maximum Weights.

	BASIC MODEL		VARIANT 01		VARIANT 02		VARIANT 03	
	kg	lb	kg	lb	kg	lb	kg	lb
Taxi Weight	171,400	377,930	172,600	380,520	172,600	380,520	168,700	371,920
Take-off Weight	170,500	375,890	171,700	378,530	171,700	378,530	167,800	369,930
Landing Weight	140,000	308,650	140,000	308,650	138,000	304,235	140,000	308,650
Zero Fuel Weight	130,000	286,600	123,000*	271,170	123,000*	271,170	131,000	288,800

\*Linear variation from 130T at MTOW 170.5T to 123T at MTOW 171.7T.

Variant 01: With modification 7047

Variant 02: With modification 7486

Variant 03: With modification 7619

Minimum Flight Weight.

90,000 kg. (198,410 lb)

Minimum Crew.

For all flights: 2 pilots

Maximum Passengers.

345. For seating arrangement refer to AIRBUS INDUSTRIE specification TL 25/1110/74

Maximum Baggage.

Forward compartment - Maximum load: 40,800 lbs

Aft compartment - Maximum load: 28,300 lbs

Bulk compartment - Maximum load: 6,110 lbs

Fuel Capacity.

Location	(Usable fuel 6.676 lb/gal (lb) (US gal)		Arm (inches)
Outboard Tanks	9,260	2,450	1325.99
Inboard Tanks	35,140	9,280	1158.27
Center Tanks	17,600	4,650	1102.68
Trim Tank	6,150	1,625	2182.56



---

TOTAL	68,150	18,005	1259.46

---

<u>Fuel Management.</u>	Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tank first. Maximum allowable wing fuel asymmetry is 4,410 lb.
<u>Oil Capacity.</u>	GE CF6-80C2A5 - Engine Oil Capacity 25.02 lb/engine usable (at 8.1 lb/gal) with engine moment arm 965.15 inches.  PW 4158 - Engine Oil Capacity 28.44 lb/engine usable (at 8.1 lb/gal) with engine moment arm 1023.80 inches.
<u>Maximum Operating Altitude.</u>	40,000 ft.
<u>Equipment.</u>	The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft. Airbus Equipment List A1/EA-A No. 413-288/88 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition, the following is required:  DGAC-Approved FAA Airplane Flight Manual.
<u>Other Information.</u>	See "Data Pertinent to all A300B4-600, A300B4-600R and A300F4-600R Models".

---

X. A300 F4-600R Series (A300F4-605R approved April 27, 1994, A300F4-622R approved July 14, 2000), Transport Aircraft.

---

<u>Engines.</u>	2 General Electric CF6-80C2A5 or 2 General Electric CF6-80C2A5F (A300F4-605R) (FAA Data Sheet E13NE)  or 2 Pratt & Whitney PW 4158 (A300F4-622R) (FAA Data Sheet E24NE)						
<u>APU.</u>	Airesearch GTCP 331-250 (Specification 31-2891)						
<u>Fuel.</u>	(a) The following fuels are eligible for engines and APU:  <table> <tr> <td>MIL-T-5624H</td><td>Grades JP-4 or JP-5</td></tr> <tr> <td>AST-MD-1655-65T</td><td>Grades Jet A1 (JP-1) and Jet B</td></tr> <tr> <td>AST-ES-2-74</td><td>Grades Jet A, A1 and Jet B</td></tr> </table> French specifications are: Air 3404 Air 3407 Air 3405  With JP-4 or Jet B fuel, the following limitations apply:  (1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.  (2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.  (b) The following additives may be used in approved fuels for engines and APU:  (1) PHILLIPS PFA-55MB or anti-icing additive to specifications MIL-I-278686 E at a concentration not in excess of 0.15 percent by volume.	MIL-T-5624H	Grades JP-4 or JP-5	AST-MD-1655-65T	Grades Jet A1 (JP-1) and Jet B	AST-ES-2-74	Grades Jet A, A1 and Jet B
MIL-T-5624H	Grades JP-4 or JP-5						
AST-MD-1655-65T	Grades Jet A1 (JP-1) and Jet B						
AST-ES-2-74	Grades Jet A, A1 and Jet B						

- (2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
- (3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

X. A300 F4-600R Series (A300F4-605R approved April 27, 1994, A300F4-622R approved July 14, 2000) (cont'd)

Oil.

(a) The following oils are eligible for the CF6-80C2A5/CF6-80C2A5F and PW 4158 engines respectively:

- Synthetic type conforming to GE specifications D50TF1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)
- Synthetic type conforming to PW specification 521C (PW Service Bulletin No. 238 lists approved brand oils).

(b) The following oil is eligible for the APU:

See Maintenance Manual AIRESEARCH GTCP 331-250, Chapter 49.21.00 Table 2.

Engine Limits.

	GENERAL ELECTRIC CF6-80C2A5 or CF6-80C2A5F	PRATT & WHITNEY PW 4158
Static Thrust, Sea Level Takeoff (5 min-up to 87°F)	60,100 lb.	58,000 lb.
Maximum Continuous (up to 87°F)	56,210 lb.	49,580 lb.
Maximum Permissible Engine Rotor Operating Speeds		
N1 (Low compressor)	3,854 rpm (117.5%)	4,012 rpm (111.4%)
N2 (High compressor)	10,055 rpm (112.5%)	10,450 rpm (105.5%)
Maximum Permissible Engine Temperature		
(Turbine exhaust temperature at turbine outlet)		
Takeoff (5 min)	960°C	650°C
Acceleration (2 min)	-	650°C
Maximum Continuous	925°C	625°C
Starting		
° up to 40 sec	870°C	535°C
° above 40 sec	750°C	535°C
Oil Maximum Permissible Outlet Temperature		
Continuous Operation	160°C	163°C
Transient operation		
° Limited to 15 min.	175°C	-
° Limited to 20 min.		177°C

APU Limits.

- Power rating maximum at sea level: 98.5 KW
- Maximum operating speed: 43,562 rpm
- Maximum gas temperature at turbine outlet: 585°C

X. A300 F4-600R Series (A300F4-605R approved April 27, 1994, A300F4-622R approved July 14, 2000) (cont'd)

Airspeed Limit (IAS).

	BASIC MODEL	VARIANT 06	VARIANT 09
MAXIMUM OPERATING MACH MMO	0.82	0.82	0.82
MAXIMUM OPERATING SPEED VMO (Kt)	335	335	335

$V_A$  (Maneuvering speed): refer to DGAC-approved FAA Airplane Flight Manual Chapter 2.03.

$V_{FE}$		
SLATS (°)	FLAPS (°)	VFE (kt)
15	0	250
15	15	215
15	20	205
30	40	175

$V_{LO}$  Gear extension .....270 Kt  
Gear retraction .....240 Kt

$V_{LE}$  Landing gear extended .....270 Kt or M=0.59

$V_{MC}$  (Minimum control speed with the critical engine inoperative)

	A300F4-605R	A300F4-622R
Inflight – VMCA	117 KCAS	111 KCAS
Take off – VMCG	115.5 KCAS	109.5 KCAS

Tire Speed Limit (Ground speed limit): 195.5 KCAS (225 mph)

C.G. Range.

For C.G. envelopes, see approved flight manual.

Maximum Weights.

	BASIC	MODEL	VARIANT 06*		VARIANT 09*	
	kg	Lb	kg	lb	kg	lb
Taxi Weight	171,400	377,930	166,000	365,960	168,900	372,360
Take-off Weight	170,500	375,890	165,100	363,980	168,000	370,375
Landing Weight	140,000	308,650	140,600	303,970	143,300	315,900
Zero Fuel Weight	130,000	286,600	133,800	294,980	136,500	300,930

\*With trim and center fuel tanks deactivated

Variant 06: With modification 10395 for A300F4-605R

Variant 09: With modification 12199 for A300F4-622R

Minimum Flight Weight.

90,000 kg (198,410 lb)

Minimum Crew.

For all flights: 2 pilots

Maximum Passengers.

Six (6) persons on the main deck per Exemption 5864 or four (4) persons on the main deck per Exemption No. 7260. (see certification basis paragraph (g) for applicability and details)

Maximum Baggage.

Lower Forward compartment - Maximum load:	40,800 lbs
Lower Aft compartment - Maximum load:	28,300 lbs
Lower Bulk compartment - Maximum load:	6,110 lbs
Main Deck Cargo compartment - Maximum load:	100,970 lbs

---

X. A300 F4-600R Series (A300F4-605R approved April 27, 1994, A300F4-622R approved July 14, 2000) (cont'd)

---

Fuel Capacity.

Location	(Usable fuel 6.676 lb/gal		Arm (inches)
	(lb)	(US gal)	
Outboard Tanks	9,260	2,450	1325.99
Inboard Tanks	35,140	9,280	1158.27
Center Tanks	17,600	4,650	1102.68
Trim Tank	6,150	1,625	2182.56
TOTAL	68,150	18,005	1259.46

Fuel Management.

Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tank first. If cargo is symmetrically loaded, maximum allowable wing fuel asymmetry is 4,410 lb. In cases of asymmetrical loading configurations, reference must be made to Weight and Balance Manual.

Oil Capacity.

GE CF6-80C2A5 and GE CF6-80C2A5F:

Engine Oil Capacity 25.02 lb/engine usable (at 8.1 lb/gal) with engine moment arm 965.15 inches.

PW 4158:

Engine Oil Capacity 28.44 lb/engine usable fuel (at 8.1 lb/gal) with engine moment arm 1023.8 inches.

Maximum Operating Altitude.

40,000 ft (Basic model)

35,000 ft (Variant 06)

35,000 ft (Variant 09)

Equipment.

The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft. Airbus Equipment Lists, as revised, identify all required equipment and all optional equipment approved by the Direction Generale de l'Aviation Civile (D.G.A.C.) of France:

- 00X00009102/C3S for A300F4-605R
- 00X00009622/C3S for A300F4-622R

In addition, the following is required:

DGAC-Approved FAA Airplane Flight Manual AI/ST-F3000.

Other Information.

See "Data Pertinent to all A300B4-600, A300B4-600R and A300F4-600R Models".

**DATA PERTINENT TO ALL A300 B4-600, A300 B4-600R AND A300 F4-600R SERIES.**Datum.

Station 0 (251.26 inches forward of fuselage nose)

MAC.

260.16 inches (leading edge of MAC: Sta. 1116.06 inches).

Leveling Means.

Clinometer on the cabin seat track rails.

Serial Numbers Eligible.

A French "Certificate de Navigabilite pour Exportation" endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for U.S. certification is made.





Import Requirements.

An FAA Standard Airworthiness Certificate may be issued on the basis of a French "Certificate de Navigabilite pour Exportation" signed by a representative of the Direction Generale de 'Aviation Civile (D.G.A.C.) of France, containing the following statement: "The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under FAA Type Certificate No. A35EU and to be in condition for safe operation".

Certification Basis.

(a) For all A300 B4-600, A300 B4-600R and A300 F4-600R series airplanes, the certification basis is FAR Part 25 at the following amendments:

Amendment 1 through 21  
 Amendment 22 through 44 (elected) except for,  
     25.301 Amendment 23,  
     25.305(d) Amendment 23,  
     25.331(a)(2) Amendment 23,  
     25.109 Amendment 42;  
 Amendment 46 (Elected for paragraph 25.803(c), (d) and  
     25.809(f)(1)(iv)(v);  
 Amendment 47 (Elected) for paragraph 25.809(f) (1) (iii);  
 Amendment 49 (Elected) for paragraph 25.733;  
 Amendment 54 (Elected) for paragraph 25.365(e)(i) and (e)(2).

Additional later amendment Part 25 FARs for Models A300F4-605R and A300F4-622R:

Amendment 54 (Elected) for paragraph 25.365(e)(3);  
 Amendment 54 for paragraph 25.858;  
 Amendment 72 (Elected) for paragraph 25.723;  
 Amendment 72 for paragraph 25.783;  
 Amendment 74 for paragraph 25.851(a)(3).

Model A300F4-622R airplanes incorporating modifications for Main Deck Cargo Compartment Rearrangement (modifications 12047, 12048, 12049, 12054, 12055, 12063, 12103, 12118, 12139, 12194, 12227). For parts of the airplane that are changed or affected by these modifications, the certification basis includes the following later amendment Part 25 FARs:

Amendment 86 for FAR Part 25 §§ 25.305, 25.321, 25.333, 25.341, 25.349  
 Amendment 91 for FAR Part 25 §§ 25.331, 25.335, 25.351, 25.473, 25.479, 25.481, 25.483, 25.485, 25.491  
 Amendment 91 for FAR Part 25 § 25.561 applicable to modified parts (L-shaped barrier, supenumery seats and attachments)  
 Amendment 86 for FAR Part 25 § 25.571 for modified parts  
 Amendment 83 for FAR Part 25 §§ 25.853(a), (b) and (c)  
 Amendment 51 for FAR Part 25 § 25.787  
 Amendment 93 for FAR Part 25 §§ 25.855, 25.857, 25.858  
 Amendment 64 for FAR Part 25 § 25.561 for cockpit seats

Note: FAR paragraphs at amendment 25-86 and 25-91 are revised by Vf definition used for the earlier FAA certified freighter, the A300F4-605R, through application of FAA issue paper A-101, dated May 18, 2000)

See also paragraph (g) for the exemption applicable to A300F4-622R airplanes with the above modifications incorporated.

Model A300F4-622R airplanes incorporating modifications for Lower Deck Cargo Compartment Rearrangement (modifications 12046, 12133, 12183). For parts of the airplane that are changed or affected by these modifications, the certification basis includes the following later amendment Part 25 FARs:

Amendment 86 for FAR Part 25 §§ 25.305, 25.321, 25.333, 25.341, 25.349  
 Amendment 91 for FAR Part 25 §§ 25.331, 25.335, 25.351, 25.473, 25.479, 25.481, 25.483, 25.485, 25.491  
 Amendment 86 for FAR Part 25 § 25.571 for modified parts  
 Amendment 83 for FAR Part 25 §§ 25.853(a), (b) and (c)  
 Amendment 51 for FAR Part 25 § 25.787  
 Amendment 93 for FAR Part 25 §§ 25.855, 25.857, 25.858

Note: FAR paragraphs at amendment 25-86 and 25-91 are revised by Vf definition used for the earlier FAA certified freighter, the A300F4-605R, through application of FAA issue paper A-101, dated May 18, 2000)

Model A300F4-622R airplanes incorporating modifications for Weight Variant 09 (Modifications 12050, 12102, 12181, 12199). For parts of the airplane that are changed or affected by these modifications, the certification basis includes the following later amendment Part 25 FARs:

Amendment 86 for FAR Part 25 §§ 25.305, 25.321, 25.333, 25.341, 25.349  
 Amendment 91 for FAR Part 25 §§ 25.331, 25.335, 25.351, 25.473, 25.479, 25.481, 25.483, 25.485, 25.491

Note: FAR paragraphs at amendment 25-86 and 25-91 are revised by Vf definition used for the earlier FAA certified freighter, the A300F4-605R, through application of FAA issue paper A-101, dated May 18, 2000)

- (b) For precision approach and landing, the applicable technical requirements are complemented by AC 120-29 and AC 120-28C. For airplanes equipped with modification 12210, the applicable guidance material is AC 120-28D.

For the automatic flight control system, the applicable technical requirements are complemented by AC 20-57A for automatic landing and by AC 25.1329-1A for cruise.

- (c) FAR Part 36
- (d) ICAO Annex 16, Vol II, Aircraft Engine Emissions (fuel venting requirements).
- (e) Compliance with the following optional requirements has been established:  
 Ditching provisions FAR 25.801  
 Ice Protection Provisions FAR 25.1419.
- (f) Special Conditions:  
 For the Model A300F4-605R and A300F4-622R:  
 FAA Special Condition as published in the Federal Register 17 June 1987 on lightning protection, protection from unwanted effects of radio frequency energy, and the propulsion control system.
- (g) Exemptions:  
 For the Model A300F4-605R:

Exemption granted in accordance with FAR 11 from FAR Part 25:

No. 5864 dated March 30, 1994, allows carriage of a maximum of six (6) non-crewmembers between the flight deck and the main deck class E cargo compartment. These 6 non-crewmembers are in addition to the maximum 4 flight deck occupants for a total of 10 occupants.

For the Model A300F4-622R incorporating modifications for Main Deck Cargo Compartment Rearrangement (modifications 12047, 12048, 12049, 12054, 12055, 12063, 12103, 12118, 12139, 12194, 12227):

Exemption granted in accordance with FAR 11 from FAR Part 25:

No. 7260 dated June 30, 2000, allows carriage of a maximum of four (4) non-crewmembers in the courier area on the main deck. These 4 non-crewmembers are in addition to the maximum 3 flight deck occupants for a total of 7 occupants.

- (h) Equivalent Safety Findings exist with respect to the following FARs:  
FAR part 25 § 25.841(b)(6) Amendment 38 applicable to A300F4-622R airplanes with the modification 12210 and 12211 incorporated.

FAR part 25 § 25.933(a) Amendment 40 applicable to model A300-600/A310 airplanes equipped with Pratt&Whitney engines and modifications 12262, 12263 and 12265 installed (Thrust Reverser Third Line of Defense).

#### Service Information.

All Airbus Industrie Service Bulletins will be DGAC approved and will carry a statement to that effect. This statement may be interpreted as "FAA Approved." All Service Bulletins that are subject to a Consigne de Navigabilite of the DGAC will carry a statement to that effect.

The Structural Repair Manual (reference D SRM CP.001) is DGAC approved and carries a statement to that effect. This statement is to be interpreted as constituting FAA approval.

Other available service documents for the Airbus include:

- (1) Illustrated Parts Catalog
- (2) Wiring Diagram Manual
- (3) Maintenance Manual

#### NOTES (A300B4-600/A300B4-600R/A300F4-600R)

##### Note 1 - Weight and Balance

- (a) Current weight and balance report including list of equipment, entitled "Aircraft Inspection Report," included in certificated empty weight, and loading instructions, must be in each aircraft at the time of original certification and at all times thereafter except in the case of operators having an approved weight control system. Airbus Industrie Report, "Weight and Balance Manual," contains loading information for each airplane and interior arrangement configuration as delivered. This report contains, or refers to, information relative to location of all passengers and crew member seats, location and capacity of all cargo and baggage compartments, buffets, storage spaces and coat rooms, location and capacity of lounges, lavatories, and the required placards in the passenger compartment.

##### NOTE 1

- (b) The airplane must be loaded so that the C.G. is within specified limits at all times, considering fuel loading and usage, gear retraction and movement of crew and passengers from their assigned positions.
- (c) The weights of system fuel and oil, as defined below and hydraulic fluid, all of which must be included in the airplane empty weight, are listed for each airplane in the Weight and Balance Manual specified in paragraph (a) above.
- (d) System fuel is the weight of all fuel required to fill all lines and tanks up to the zero-fuel point on the fuel gauges in the most critical flight attitude, including the

unusable tank fuel as defined by FAR Part 26.959. (The usable fuel in the crossfeed manifold lines, manifolds and engine, that is not part of the system fuel, must be included in the total usable fuel to obtain correct weight and C.G. for takeoff).

- (e) The unusable fuel is that amount of fuel in the tanks which is unavailable to the engines under critical flight conditions as defined in FAA Part 25.959. This "unusable" fuel is included in System Fuel as indicated in (d) above and need not be accounted for separately.
- (f) System oil is the weight of oil remaining in the engine, constant speed drive, lines and tanks after subtracting the oil in the tanks which is above the standpipe (zero gauge) levels. The engine oil capacities shown elsewhere in this data sheet includes only the usable oil for which the tanks must be placarded.

NOTE 2.

The aircraft must be operated in accordance with the DGAC-approved FAA Airplane Flight Manual. ("DGAC approved" is considered equivalent to "FAA approved").

NOTE 3.

Instructions for Continued Airworthiness:

- Service Life Limits are provided in the DGAC approved Chapter 05-11-00 of the A300-600 Aircraft Maintenance Manual (AMM), approved by the DAGAC.
- Maintenance Tasks to comply with Certification Maintenance Requirements (CMR's) are listed in the A300-600 DGAC approved Airbus Industrie document ST5/829/85, which is included as appendix 1 of the Maintenance Review Board Report.
- Mandatory structural inspections (Airworthiness Limitations Items) for Model A300-600 series aircraft are quoted in the March 2000 issue of the A300-600 Maintenance Review Board Report Appendix 1. Additional inspections are detailed in DGAC approved Airbus Industrie document SE-M2/95A.0757/98 Issue 4, dated June 2000.

NOTE 4.

The A300 B4-600 basic definition for US Import Certification is contained in document A1/EA-A No. 413-347/88. The A300B4-600R basic definition for US Import Certification is contained in document A1/EA-A No. 413-346/88.

The A300F4-605R basic definition for US Import Certification is contained in document AI/EA-T 414-0326/94.

The A300F4-622R basic definition for US Import Certification is contained in document AI/EA-N 415-1229/00 issue 2, dated July 7, 2000.

NOTE 5.

ETOPS: The type design reliability and performance of the following airframe-engine combinations have been evaluated in accordance with AC120-42A and found suitable for (180 minute maximum diversion time) Extended Range Operations with the incorporation of the corresponding approved airplane configuration CMP document listed below:

A300B4-605R: AI/EA3001, Revision 3, approved July 27, 1990

A300F4-605R: AI/EA3001, Revision 4, approved Sept. 15, 1995

A300F4-622R: AI/EA3001, Revision 5, approved July 14, 2000

This finding does not constitute approval to conduct extended range operations.

---

XI. A310-200 Series (A310-221, A310-222 and A310-203 Approved February 21, 1985) Transport Aircraft.

---

Engines.

2 Pratt and Whitney JT90-7R4D1 (A310-221) or 2 Pratt & Whitney JT9D-7R4E1 (A310-222). (FAA Data Sheet E3NE)

or

APU.

2 General Electric CF680A3 (A310-203) (FAA Data Sheet E13NE)

Airesearch GTCP 331-250(F) (Specification 31-2891)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B
GOST 10227-86	Grade TS-1
GOST 10227-86	Grade RT-1

French specifications are:

Air 3404

Air 3407

Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

- (1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
- (2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:

- (1) Philips PFA-55MB or anti-icing additive to specifications MIL-I-278686 E at a concentration not in excess of 0.15 percent by volume.
- (2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
- (3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.
- (4) For Pratt & Whitney engines following additives may be used in RT or TS-1 fuel grades:  
I and I-M  
TGF and TGF-M

Oil.

(a) The following oils are eligible for the CF6-80A3 engine and for the JT9D-7R4D1/E1 engines, respectively.

Synthetic type conforming to GE specifications D50TF1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)

Synthetic type conforming to PW specification 521C (PW Service Bulletin No. 238 lists approved brand oils).



- (b) The following oil is eligible for the APU:  
See Maintenance Manual AIRESEARCH GTCP 331-250, Chapter 49.21.00  
Table 2.

Engine Limits.

	GENERAL ELECTRIC CF6-80A3	PRATT & JT90-7R4D1	WHITNEY JT9D-7R4E1
Static Thrust, Sea Level			
Takeoff (5 min-up to 87°F)	48,970 lb	48,000 lb	50,000 lb
Max. Cont. (up to 87°F)	45,800 lb	45,800 lb	47,500 lb
Max. Permissible Engine Rotor Operating Speeds			
N1 (Low compressor)	4,016 rpm (117%)	3,810rpm (105.8%)	3,810 rpm (105.8%)
N2 (High compressor)	10,859 rpm (110.5%)	8,000 rpm (102.5%)	8,000 rpm (102.5%)
Max. Permissible Engine Temperature			
(Turbine exhaust temperature at turbine outlet)			
Takeoff (5 min)	940°C	625°C	635°C
Acceleration (2 min)		625°C	636°C
Maximum Continuous	895°C	600°C	610°C
Starting			
° up to 40 sec	870°C	535°C	535°C
° above 40 sec	750°C	535°C	535°C
Oil Max. Permissible Outlet Temperature			
Continuous Operation	160°C	135°C	135°C
Transient operation			
° Limited to 15 min.	175°C		
° Limited to 20 min.		163°C	163°C

APU Limits.

- Power rating maximum at sea level: 98.5 KW  
t- Maximum operating speed: 43,562 rpm  
- Maximum gas temperature at turbine outlet: 585°C

---

XI. A310-200 Series (A310-221, A310-222 and A310-203 (cont'd)

---

Airspeed Limits (IAS)

	BASIC MODEL VARIANT 01	VARIANT 04
MAXIMUM OPERATING MACH $M_{MO}$	0.84	0.84
MAXIMUM OPERATING SPEED $V_{MO}$ (Kt)	360	340

\* $V_{MO}$  = 340 Kt FOR A310-203 model: with less than 2 tons in one of the outer tanks.

$V_A$  (Maneuvering speed): refer to DGAC-approved FAA Airplane Flight Manual Chapter 2.03.

$V_{FE}$

SLATS (°)	FLAPS (°)	VFE (kt)
15	0	245
15	15	210
20	20	195
30	40	180

$V_{LO}$  Gear extension . . . . . 270 Kt  
Gear retraction . . . . . 270 Kt

$V_{LE}$  Landing gear extended . . . . . 270 Kt or  $M=0.59$

$V_{MC}$  (Minimum control speed with the critical engine inoperative)

	A310-203	A310-221	A310-222
Inflight - $V_{MCA}$	109 KCAS	106 KCAS	109 KCAS
Take off - $V_{MCG}$	105 KCAS	103 KCAS	105KCAS

Tire Speed Limit (Ground speed limit): 195.5 kt (225 mph)

C.G. Range.

For C.G. envelopes, see approved Flight Manual.

Maximum Weights.

	A310-203 A310-221 A310-222		A310-203, A310-221, A310-222			
	BASIC MODEL		VARIANT 01		VARIANT 04	
	kg	lb	kg	lb	kg	lb
Taxi Weight	132,900	292,991	139,500	307,542	142,900	315,037
Take-off Weight	132,000	291,007	138,600	305,558	142,000	313,053
Landing Weight	118,000	261,247	121,500	267,859	121,500	267,859

---

Zero Fuel Weights	108,500	239,201	111,500	245,813	111,500	245,813
----------------------	---------	---------	---------	---------	---------	---------

Variant 01: With Modification 3703

Variant 04: With Modification 5124

---

XI. A310-200 Series (A310-221, A310-222 and A310-203 (cont'd)

---

Minimum Flight Weight. 80,000 kg.

Minimum Crew. For all flights: 2 pilots

Maximum Passengers. 265 or 255 when overwing exit is configured as a Type III. For seating arrangement refer to AIRBUS INDUSTRIE specification TL 25/1110/74

Maximum Baggage.

Forward compartment - Maximum load:	27,999 lbs
Aft compartment - Maximum load:	20,999 lbs
Bulk compartment - Maximum load:	6,107 lbs

Fuel Capacity.

Location	(Usable fuel 6.676 lb/gal (lb) (US gal)		Arm (inches)
Outboard Tanks	13,220	1,979	1181.5
Inboard Tanks	49,300	7,384	1019.53
Center Tanks	34,680	5,194	963.3
TOTAL	97,200	14,557	1021.5

Fuel Management. Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tank first. Maximum allowable wing fuel asymmetry is 4,410 lb.

Oil Capacity. GE Engine oil capacity 25.02 lb/engine usable (at 8.1 lb/gal) with engine mount arm 842.8 inches.

PW - Engine oil capacity 33.40 lb/engine usable (at 8.1 lb/gal) with engine moment arm 899.7 inches.

Maximum Operating Altitude. 41,000 ft.

Equipment. The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft. Airbus Equipment List AI/V-C 895/85 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition, the following is required:

DGAC-Approved FAA Airplane Flight Manual.

Other Information. See "Data Pertinent to all A310 Models"

---

XII. A310-300 Series Transport Aircraft (A310-322 Approved June 10, 1987; A310-324 Approved June 10, 1987; A310-304 Approved February 12, 1988), A310-325 Approved March 22, 1996.

---

Engines.

2 Pratt and Whitney JT9D-7R4E1 (A310-322) (FAA Data Sheet E3NE) or  
 2 Pratt and Whitney PW 4152 (A310-324) (FAA Data Sheet E24NE) or  
 2 General Electric CF6-80C2A2 (A310-304) (FAA Data Sheet E-13NE)  
 2 Pratt and Whitney PW4156A (A310-325) (FAA Data Sheet E24NE)

APU.

Airesearch GTCP 331-250(H) (Specification 31-2891)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B
GOST 10227-86	Grades TS-1
GOST 10227-86	Grades RT

French specifications are:

Air 3404  
 Air 3407  
 Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

- (1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
  - (2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.
- (b) The following additives may be used in approved fuels for engines and APU:
- (1) Philips PFA-55MB or anti-icing additive to specifications MIL-I-278686 E at a concentration not in excess of 0.15 percent by volume.
  - (2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
  - (3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.
  - (4) For Pratt & Whitney engines and APU, the following additives may be used in RT or TS-1 fuel grades:  
 anti-ice additives  
 1 and 1-M  
 TGF and TGF-M

Oil.

- (a) The following oils are eligible for the CF6-80C2A2 engines, for the PW JT9D-7R4E1 and for the PW 4152 and PW 4156A engines respectively:

Synthetic type conforming to GE specification D50TF1,  
(GE Service Bulletin No. 79-1 lists approved brand oils.)

Synthetic type conforming to PW specification 521C (PW  
Service Bulletin No. 238 lists approved brand oils).

---

XII. A310-300 Series Transport Aircraft (A310-322) A310-324, A310-304, A310-325 (cont'd)

---

- (b) The following oil is eligible for the APU:  
See Maintenance Manual AIRESEARCH GTCP 331-250,  
Chapter 49.21.00 Table 2.

Engine Limits.

	PRATT AND WHITNEY PW 4156A	PRATT AND WHITNEY PW 4152	PRATT & WHITNEY JT9D-7R4E1	GENERAL ELECTRIC CF6-8C2A2
Static Thrust, Sea Level				
Takeoff (5 min-up to 87°F)	56,000 lb	52,000 lb	50,000 lb	52,460 lb
Max. Cont. (up to 87°F)	49,200 lb	49,200 lb	47,500 lb	48,080 lb
Max. Permissible Engine Rotor Operating Speeds				
N1 (Low compressor)	4,012 rpm (111.4%)	4,012 rpm (111.4%)	3,810rpm (105.8%)	3,854 rpm (117.5%)
N2 (High compressor)	10,450 rpm (105.5%)	10,300 rpm (104%)	8,000 rpm (102.5%)	11,055 rpm (112.5%)
Max. Permissible Engine Temperature				
(Turbine exhaust temperature at turbine outlet)				
Takeoff (5 min)	650°C	625°C	635°C	960°C
Acceleration (2 min)	650°C	625°C	635°C	
Maximum Continuous	625°C	600°C	610°C	925°C
Starting				
° up to 40 sec	535°C	510°C	535°C	870°C
° above 40 sec	535°C	510°C	535°C	750°C
Oil Max. Permissible Outlet Temperature				
Continuous Operation	163°C	163°C	135°C	160°C
Transient operation				
° Limited to 15 min.	177°C	177°C	163°C	175°C
° Limited to 20 min.				

APU Limits.

- Power rating maximum at sea level: 98.5 KW
- Maximum operating speed: 43,562 rpm
- Maximum gas temperature at turbine outlet: 585°C



---

XII. A310-300 Series Transport Aircraft (A310-322) A310-324, A310-304, A310-325 (cont'd)

---

Airspeed Limits (IAS)

	BASIC MODEL	VARIANT 08 VARIANT 01 VARIANT 05
MAXIMUM OPERATING MACH $M_{MO}$	0.84	0.84
MAXIMUM OPERATING SPEED $V_{MO}$ (Kt)	360	340

$V_A$  (Maneuvering speed): refer to DGAC-approved FAA Airplane Flight Manual Chapter 2.03.

$V_{FE}$

SLATS (°)	FLAPS (°)	VFE (kt)
15	0	245
15	15	210
20	20	195
40	40	180

$V_{LO}$  Gear extension . . . . . 270 Kt  
Gear retraction . . . . . 270 Kt

$V_{LE}$  Landing gear extended . . . . . 270 Kt or  $M=0.9$

$V_{MC}$  (Minimum control speed with the critical engine inoperative)

	A310-322	A310-324	A310-304	A310-325
Inflight - $V_{MC}$	109 KCAS	115 KCAS	115.5 KCAS	121 KCAS (*)
Take off - $V_{MCG}$	105 KCAS	111 KCAS	111 KCAS	117 KCAS

(\*) Values at  $Z_p = 0$  ft. In the AFM, these values are scheduled with altitude.

Tire Speed Limit (Ground speed limit): 195.5 kt (255 mph)

C.G. Range.

For C.G. envelopes, see approved Flight Manual.

Maximum Weights.

	BASIC	MODEL	VARIANT	01	VARIANT	05	VARIANT	08
	kg	lb	kg	lb	kg	lb	kg	Lb
Taxi Weight	150,900	332,735	153,900	339,350	157,900	348,170	164,900	363,604
Take-off Weight	150,000	330,750	153,000	337,365	157,000	346,185	164,000	361,620
Landing Weight	123,000	271,215	123,000	271,215	124,000	273,420	124,000	273,420
Zero Fuel Weight	113,000	249,165	113,000	249,165	114,000	251,370	114,000	251,370

Variant 01: With Modification 5616

Variant 05: With Modification 7088

Variant 08:           With Modification 8130 (model A310-325 only)

---

XII. A310-300 Series Transport Aircraft (A310-322) A310-324, A310-304, A310-325 (cont'd)

---

Minimum Flight Weight. 80,000 kg. (176,400 lb)

Minimum Crew. For all flights: 2 pilots

Maximum Passengers. 265 - For seating arrangement refer to AIRBUS INDUSTRIE specification TL 25/1110/74

Maximum Baggage. Forward compartment - Maximum load: 27,999 lbs  
Aft compartment - Maximum load: 20,999 lbs  
Bulk compartment - Maximum load: 6,107 lbs

Fuel Capacity.

Location	(Usable fuel 6.676 lb/gal (lb) (US gal)		Arm (inches)
Outboard Tanks	13,051	1,955	1181.1
Inboard Tanks	49,209	7,371	1018.9
Center Tanks	34,642	5,189	963.3
Trim Tank	10,848	1,625	1890.5
TOTAL	107,750	16,140	1108.4

Fuel Management. Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tank first. Maximum allowable wing fuel asymmetry is 4,410 lb.

Oil Capacity. PW - JT9D-7R4E1 - Engine oil capacity 33.40 lb/engine usable (at 8.1 lb/gal) with engine moment arm 899.7 inches.

PW 4152 and PW 4156A - Engine oil capacity 28.44 lb/engines usable (at 8.1 lb gal) with engine moment arm 900.24 inches.

GE CF6-80C2A2 - Engine oil capacity 25.02 lb/engine usable (at 8.1 lb/gal) with engine moment arm 840.4 inches.

Maximum Operating Altitude. 41,000 ft.

Equipment. The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft. Airbus Equipment List Document A1/EA-A No. 413.601/87 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition, the following is required:

DGAC-Approved FAA Airplane Flight Manual.

Other Information. See "Data Pertinent to all A310 Models"

DATA PERTINENT TO ALL A310 MODELS

<u>Datum.</u>	Station 0 (251.26 inches forward of fuselage nose)
<u>MAC.</u>	229.48 inches (leading edge of MAC: Sta. 992)
<u>Leveling Means.</u>	Clinometer on the cabin seat track rails.
<u>Serial Numbers Eligible.</u>	A French "Certificate de Navigabilite pour Exportation" endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for U.S. certification is made.
<u>Import Requirements.</u>	<p>An FAA Standard Airworthiness Certificate may be issued on the basis of a French "Certificate de Navigabilite pour Exportation" signed by a representative of the Direction Generale de 'Aviation Civile (D.G.A.C.) of France, containing the following statement:</p> <p>"The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under Type Certificate No. A35EU and to be in condition for safe operation".</p>
<u>Certification Basis.</u>	<p>(a) FAR Part 25: Amendment 1 through 21 Basic; Amendment 22 through 45 (elected) except for 25.109 and 25.631; Amendment 46 (elected) for paragraph 25.803, and 25.809(f)(1)(v); Amendment 47 (elected) for paragraph 25-809(f)(1)(iii); Amendment 49 (elected) for paragraph 25.733; Amendment 54 (elected) for paragraph 25.365(e)(1) and (e)(2).</p> <p>For the A310-300 model: FAR 25.631, Amendment 22-23 is included in the above certification basis.</p> <p>(b) For precision approach and landing, the applicable technical requirements are complemented by AC 120-29 and AC 120-28C.</p> <p>For the automatic flight control system, the applicable technical requirements are complemented by AC 20-57A for automatic landing and by AC 25.1329-1A for cruise.</p> <p>(c) ICAO Annex 16, Vol II, Aircraft Engine Emissions (fuel venting requirements).</p> <p>(d) Compliance with the following optional requirements has been established:</p> <p>Ditching provisions FAR 25.801 Ice Protection Provisions FAR 25.1419.</p> <p>(e) An equivalent level of safety was found for FAR 25.813(c).</p> <p>(f) For the A310-200 model an equivalent level of safety was found for FAR 25.173(c) and 25.175(c).</p> <p>(g) For the A310-200 model: The French/German complementary conditions (DGAC letter 53781).</p> <p>(h) For the A310-200 model: ICAO - Annex 16, Chapter III Aircraft Noise. (FAR Part 36 through Amendment 36-12).</p>

- (i) For the A310-300 model: FAA Special Conditions for the A310-300 published in the Federal Register 17 June 1987 on lightning protection, protection from unwanted effects of radio frequency energy, and the propulsion control system.

(j) For the A310-300 model: Environmental Standards:

- (1) FAR Part 36 through Amendment 36-12
- (2) SFAR 27-5

Service Information.

All Airbus Industrie Service Bulletins will be DGAC approved and will carry a statement to that effect. This statement may be interpreted as "FAA Approved." All Service Bulletins that are subject to a Consigne de Navigabilite of the DGAC will carry a statement to that effect.

The Structural Repair Manual and its revision are DGAC approved and carry a statement of DGAC approval. That statement is to be interpreted as constituting FAA approval.

Other available service documents for the Airbus include:

- (1) Illustrated Parts Catalog
- (2) Wiring Diagram Manual
- (3) Maintenance Manual

NOTES.

Note 1 - Weight and Balance

- (a) Current weight and balance report including list of equipment, entitled "Aircraft Inspection Report," included in certificated empty weight, and loading instructions, must be in each aircraft at the time of original certification and at all times thereafter except in the case of operators having an approved weight control system. Airbus Industrie Report, "Weight and Balance Manual," contains loading information for each airplane and interior arrangement configuration as delivered. This report contains, or refers to, information relative to location of all passengers and crew member seats, location and capacity of all cargo and baggage compartments, buffets, storage spaces and coat rooms, location and capacity of lounges, lavatories, and the required placards in the passenger compartment.
- (b) The airplane must be loaded so that the C.G. is within specified limits at all times, considering fuel loading and usage, gear retraction and movement of crew and passengers from their assigned positions.
- (c) The weights of system fuel and oil, as defined below, and hydraulic fluid, all of which must be included in the airplane empty weight, are listed for each airplane in the Weight and Balance Manual specified in paragraph (a) above.
- (d) System fuel is the weight of all fuel required to fill all lines and tanks up to the zero-fuel point on the fuel gages in the most critical flight attitude, including the unusable tank fuel as defined by FAR Part 26.959. (The usable fuel in the crossfeed manifold lines, manifolds, and engine that is not part of the system fuel, must be included in the total usable fuel to obtain correct weight and C.G. for takeoff).
- (e) The unusable fuel is that amount of fuel in the tanks which is unavailable to the engines under critical flight conditions as defined in FAR Part 25.959. This "unusable" fuel is included in System Fuel as indicated in (d) above and need not be accounted for separately.
- (f) System oil is the weight of oil remaining in the engine, constant speed drive, lines and tanks after subtracting the oil in the tanks which is above the standpipe (zero

gauge) levels. The engine oil capacities shown elsewhere in this data sheet includes only the usable oil for which the tanks must be placarded.

NOTE 2.

The aircraft must be operated in accordance with the DGAC-approved FAA Airplane Flight Manual. ("DGAC approved" is considered equivalent to "FAA approved").

NOTE 3.

Service Life Limits for the A310-200 and A310-300 series are provided in the DGAC approved Chapter 05-11-00 of the A310 Aircraft Maintenance Manual.

Mandatory structural inspections (Airworthiness Limitations) for the A310-200 and A310-300 series are quoted in the DGAC approved Airbus Industrie document AI/ST5/849/85, Section 2.

NOTE 4.

Cabin Equipment.

Seats and galleys must be designed in accordance with AIRBUS INDUSTRIE specifications: TL 25/1110/74 and TL 25/1109/74.

NOTE 5.

If modifications 4941, 5502, 5429, 5428, 5757, 5953 are embodied, the aircraft is certificated for Category III precision approach (fail operational system).

NOTE 6.

The A310-200 basic definition for U.S. import certification is contained in Document AI/V-C131/85.

The A310-300 basic definition for U.S. import certification is contained in Document AI/EA-A No. 948/86.

NOTE 7.

Mandatory systems related tasks (Certification Maintenance Requirements) for the A310-200 and A310-300 series are quoted in the DGAC approved Airbus Industrie document AI/ST5/849/85, Section 1.

NOTE 8.

ETOPS for the A310-221 and A310-222: The type design reliability and performance of these airframe-engine combinations has been evaluated in accordance with AC120-42A and found suitable for (180 minute maximum diversion time) Extended Range Operations with the incorporation of the corresponding approved airplane configuration CMP document (AI/EA3001, Revision 3, approved July 27, 1990 + TR approved Feb. 27, 1991). This finding does not constitute approval to conduct extended range operations.

ETOPS for the A310-324: The type design reliability and performance of these airframe-engine combinations has been evaluated in accordance with AC120-42A and found suitable for (120 minute maximum diversion time) Extended Range Operations with the incorporation of the corresponding approved airplane configuration CMP document (AI/EA3001, Revision 2, approved March 1, 1990). This finding does not constitute approval to conduct extended range operations.

.....END.....